

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 172.—Vol. VII.]

LONDON: SATURDAY, DECEMBER 8, 1838

[PRICE 6.]

SHARES IN VALUABLE BRITISH MINES, BANKS, &c.
MR. BYFORD respectfully announces, that his next Periodical SALE of the above description of property will take place at his rooms, Clayton-square, Liverpool, on Friday, the 14th instant, at Twelve o'clock precisely, and will include SHARES in some of the FIRST MINES in the kingdom—many paying good dividends, and others approaching maturity; also embracing shares in Banks, Breweries, and other companies of the first respectability. Gentlemen desirous of having their property inserted in the particulars, will have the kindness to forward them prior to the 8th Dec.
Particulars are preparing, and may be had, six days prior to the sale, of Mr. J. S. Foster, No. 1, Cross-street, Manchester; and of Mr. Byford, auctioneer and agent, at his rooms, Clayton-square, Liverpool.

GLAMORGANSHIRE.
ANTHRACITE COAL AND IRON STONE.
TO BE LET, ON LEASE, and entered upon immediately, ALL THE VEINS OF ANTHRACITE COAL, STONE COAL, and CULM, under those Farms, called "Ynyaeion," "Ynyaei," "Penygraig," and "Penrhaw," situate in the parish of Kilybeill, containing upwards of SEVEN HUNDRED ACRES.

Two veins have been opened, and worked by level. There is scarcely any Coal Pit timber required, the roofs being excellent. There is a Railroad belonging to the property, communicating with the Swansea Canal, which is distant about four hundred yards from the Colliery, and from thence to the seaport of Swansea is ten miles.
The CELEBRATED COVIN VEIN OF ANTHRACITE COAL lies under this estate, and there is an engine erected over it, and a Pit sunk 35 yards, being more than half of the calculated distance from the vein, by the late proprietor, in consequence of whose death the further prosecution of the works were suspended.
This Coal lies contiguous to, and is undoubtedly the same, as that which Mr. Crane has been using in making the CELEBRATED PATENT ANTHRACITE IRON, the quality of which is considered superior to any now made.
There are extensive Iron Works now erecting in the immediate vicinity of this Colliery, where the Coal from the same veins, under an adjoining estate, are to be applied for the making of Iron. There are also under this estate several VEINS OF IRON ORE, of a superior quality, which will be let with the Coal.
There is no situation in the Anthracite Coal district that offers a more eligible situation for the erection of Furnaces than this property. Any quantity of land may be had for that or any other purposes, the same being situated between the River Tawe and the Swansea Canal, the water from which river may be applied to machinery for carrying on the works.
For terms and further particulars apply to Mr. Thos. Thomas, solicitor, Swansea.

STEAM-ENGINES, PUMPS, &c., FOR SALE.—To be Sold, by Private Contract, at East Crinnis Mine, near St. Austell, Cornwall, the following MINE MATERIALS:
Namely, One 76-inch Cylinder Steam-Engine, with Steam Case, complete (length of stroke in the cylinder 10 feet 4 inches, in the shaft 7 feet 3 inches), and Four Boilers, about 40 tons.
One 41-inch Cylinder Steam-Engine, with Steam Case, complete (length of stroke in the cylinder 10 feet 4 inches, in the shaft 7 feet 3 inches), and Two Boilers, about 14 tons.
One 18-inch Cylinder Steam-Engine, with Steam Case, complete (length of stroke 4 feet), with Whim Cage, and One Boiler, about 5 tons.
One 16-inch Cylinder Steam-Engine, with Steam Case, complete (length of stroke 4 feet), with Whim Cage, and One Boiler, about 5 tons.
One 11-inch Cylinder Steam-Engine, with Steam Case, complete (length of stroke 4 feet), with Whim Cage, and One Boiler, about 5 tons.
Thirty-nine fathoms of 10 inch and Twenty-one fathoms of 18-inch pumps.
Three ditto of 16-inch, and Thirty-seven ditto of 15-inch ditto.
Ten ditto of 14-inch, and Eight ditto of 13-inch ditto.
One 18, One 17, and One 16-inch H pieces.
Three 19, One 17, Three 16, One 14, One 13, One 12, and Two 10-inch Doorpieces.
Four 17, Two 13, Two 10, One 9, and One 44-inch Working Barrels.
Two 19, One 18, One 17, One 16, Three 14, One 13, and One 11-inch Windroes.
Two 19, Two 18, One 13, Two 11, and Two 10-inch Plunger Poles, with Cases.
Stuffing Boxes, Glands, and Rings to fit.
Thirty-four Matching Pieces, of different lengths and sizes.
Several Turn, Crooked, and Branch Steam Pipes.
Four Fathoms of a Cast-iron Shaft, 6 feet diameter.
A quantity of Rod-plates, from 5 to 7 inches wide, Flat Rope Pulleys.
Brasses, and other articles calculated for mining purposes.
For viewing the Engines (either of which may be sold with or without the Boilers or Whim Cages), apply to the Agents on the Mine, and for further particulars to Captain Francis Barratt, at the Charlestown United Mines.
December 4.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that CERTAIN SHARES IN ARREAR on the Fourth Call, having been by a Resolution of the Board of Directors declared FORFEITED, the notices of forfeiture thereof have been transmitted to the respective registered proprietors. The numbers of such forfeited shares may be ascertained on application at this office.
By order of the Board,
Office, 30, Broad-street, Bristol, Dec. 5. J. B. BADHAM, Secretary.

MINERALOGY.—KING'S COLLEGE, LONDON.—Mr. J. TENNANT, F.R.S., on Tuesday, the 4th of December, commenced a COURSE OF INSTRUCTION IN GEOLOGICAL MINERALOGY. The course is given at the College, and continued every Tuesday, at Nine o'clock A.M. precisely. Further particulars may be obtained at the Secretary's office.

ROYAL CORNWALL POLYTECHNIC SOCIETY.—The following sums have already been placed at the disposal of the society, for the purpose of promoting the application of machinery to facilitate the ascent and descent of miners in the deep mines of Cornwall:—

Charles Fox, Esq.,	£100
G. C. Fox, Esq.,	100
Right Hon. Lady Basset	100
R. W. Fox, Esq.,	50
J. H. Tremayne, Esq.,	50
Rev. Canon Rogers,	50
Davies Gilbert, Esq.,	50
W. M. Tweedy, Esq.,	10
Rev. E. Rodd, D.D.,	50
	£550

The society is ready to receive proposals from the mines, which should contain a description of the shaft, drawings and specifications of the intended machinery; the period of time required for its completion; an estimate of the expense; and the amount of contribution which will be expected.

The proposals must be sent to the secretaries before the 30th of December next. They will not be opened before the meeting of the committee, if sealed and endorsed accordingly.

Circulars giving further information, and containing engravings of the plan now in operation in the Harrow Mines, with some suggestions of improvement on the same, may be obtained of the secretaries or agents.

Since these circulars were printed, another plan has been received from Hanover, which may be seen on application to the secretaries.

By order of the committee,
LOVELL SQUIRE, } Secretaries,
T. B. JORDAN, } Falmouth.

ANTI-DRY ROT COMPANY.—KYAN'S PATENT.—Office, 2, Lime-street-square.
The directors of this company beg to solicit the attention of the public, and more particularly that of architects and engineers, to the importance of having the timber of such works in which they may be engaged effectually preserved from decay by being submitted to Kyan's process.

The directors have the satisfaction of stating, that the following eminent engineers have adopted Kyan's process for the preparation of timbers on the undermentioned important railway undertakings:—

Railways.	Engineers.
London and Birmingham	R. Stephenson, Esq.
Great Western	J. K. Brunel, Esq.
North Midland	G. Stephenson, Esq.
Manchester, Bolton, and Bury	J. H. Hawshaw, Esq.
London and Croydon	J. Jos. Gibbs, Esq.
Liverpool and Manchester	G. Stephenson, Esq.
London and Southampton	J. Locke, Esq.
The Ulster, York, & North Midland	G. Stephenson, Esq.
Newcastle and North Shields, &c.	Nicholson, Esq.
Midland Grand Junction	W. D. Holmes, Esq.
York and North Midland	T. Cabry, Esq.
London and Greenwich	Colonel Landmann.
Dublin and Kingstown	Charles Vignoles, Esq.
Birmingham and Gloucester	Captain Moorsom.
Maryport and Carlisle	G. Stephenson, Esq.
Llanelli	Alfred Thomas.
Birmingham and Derby	G. Stephenson & — Berkenshaw, Esqs.
Ulster	Godwin, Esq.

Licenses are granted by the Company for the use of the patent process to architects, engineers, railway companies, timber merchants, and noblemen and private gentlemen for their estates.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, SCIENTIFIC AND RAILWAY GAZETTE.—The December Number, price 1s. 6d., contains the first volume, and contains the Title, Preface, and Index; besides drawings and descriptions of a machine for cleansing rivers; wood pavement; filtration of Thames water; Cole's patent anti-friction railway carriage, and setting-out of cuttings and embankments; papers on the construction of chimneys; line and calcareous cement; and Morecambe Bay embankment, by Mr. Hague; reviews of new books; progress of railways and buildings, and several professional communications. Sold by H. Hooper, Pall Mall East; and Groombridge, Panzer Alley, Paternoster-row.—N.B. The first volume, bound in cloth and lettered in gold, price 17s., is now ready.

GREAT WESTERN RAILWAY TRAINS

DAILY, EXCEPTING SUNDAYS, EACH WAY:—	
8 o'clock morning, (excepting on Mondays from Maidenhead, when it will leave at half-past 7.)	2 o'clock afternoon.
9 o'clock morning	4 ditto ditto.
10 ditto ditto	6 ditto ditto
12 ditto ditto	7 ditto ditto
All calling at Slough. The trains which do not call at West Drayton are 8 o'clock morning, 10 o'clock, and 2 o'clock down, and 2 o'clock, 4 o'clock, and 7 o'clock trains up.	
There are also trains direct not calling at any station.	
From Maidenhead.	From Paddington.
8 o'clock morning.	8 o'clock evening.
ON SUNDAYS: Each way (excepting one train).	
8 o'clock morning.	8 o'clock evening.
4 past 8 (only from Paddington)	6 ditto ditto.
9 ditto ditto	7 ditto ditto.
Carriages conveyed on trucks, and post horses kept both at Paddington and Maidenhead.	
By order, CHARLES A. SAUNDERS, } Secretaries. THOMAS OSLER, } Nov. 1.	

GREAT WESTERN RAILWAY.—The Proprietors of this company having resolved to take up on loan the sums authorised by the act, notice is hereby given, that the directors will receive PROPOSALS, at their undermentioned offices in London and Bristol, for the LOAN OF MONEY ON DEBENTURES. Interest at the rate of 5 per cent. per annum, payable half-yearly, will be allowed for a term of not less than five years. Proposals to be addressed to either of the undersigned.
CHARLES A. SAUNDERS, Prince-street, Bank, London, } Secretaries.
THOMAS OSLER, Corn-street, Bristol, }

GREAT NORTH OF ENGLAND RAILWAY.—The directors of this company, in conformity with a resolution of the last Half-Yearly General Meeting of proprietors, hereby give notice that they are ready to RECEIVE TENDERS for LOANS, in sums not less than £500, to be secured by the company's bonds, for any term not exceeding five years nor less than three years. Interest to be paid half-yearly, at the rate of 5 per cent. per annum.
The tenders to be addressed to the secretary of the company, as below, from whom further information may be obtained; or from H. Pattison, Esq., the company's London agent, at his office, 13, George-street, Mansion-house, London.
By order, J. MILLER, Secretary.
Great North of England Railway Office, Darlington, October 18, 1838.

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—TENDERS FOR LOANS.—The directors of the Birmingham and Derby Junction Railway Company are prepared, under the powers of their Act of Parliament, to receive TENDERS for the LOAN OF MONEY, in sums of not less than £500 each, on interest at the rate of 5 per cent. per annum, for a term not less than three years. The tenders are to express the sums, and the term of years for which the same are proposed to be lent.
The tenders to be addressed to the Secretary, at the Company's offices, Waterloo-street, Birmingham; or to Messrs. Laurence, Cazenove, and Co., Auction Mart, London.
By order, THOMAS KELL, Secretary.
Dated this 14th day of November.

LONDON AND CROYDON RAILWAY.—The Directors will RECEIVE PROPOSALS from parties desirous of TAKING the RE-MAINDER of the BONDS, authorised by the last Half-Yearly General Meeting of proprietors. The bonds to be issued under the provisions of the Company's Acts of Parliament, in sums not less than £500 each, to be re-paid on the 10th of July, 1848, and to bear interest at 5 per cent. per annum, payable half-yearly, on the 10th of January and 10th of July.
1, Bank-buildings, December 5. R. S. YOUNG, Secretary.

YORK AND NORTH MIDLAND RAILWAY.

CONTRACT FOR WORKS.
The directors of the York and North Midland Railway Company will meet at their office, St. Leonard's-place, York, on Thursday, the 20th December, at Eleven o'clock, to receive TENDERS for the following contracts:—

FAIRBURN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete; also a viaduct over the River Aire, at Fairburn, including the laying and ballasting the permanent way (but exclusive of stone blocks, wooden sleepers, rails, chairs, and fastenings), commencing at a point sixteen chains east of the road leading from Ferrybridge to Horseshoe, and terminating at a point seventy-nine chains west of the centre of the River Aire, being a distance of one mile, fifty-two chains, or thereabouts.

ALTOFTS CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing at a point in the township of Whitwood, and terminating at the junction with the North Midland Railway, in the township of Altofts, being a distance of about two miles.

Drafts of the contract, with plans and specifications of the works, will be ready for inspection at the engineer's office, York, on and after the 28th November, when printed forms of tender may be had, and no other will be attended to.

The tenders must be delivered at the Railway Office, St. Leonard's-place, York, on the 20th of December, at or before Ten o'clock in the forenoon, under sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and parties tendering, or parties duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty of not less than 10 per cent. upon the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender.

The directors will not bind themselves to accept the lowest tender.
GEORGE HUDSON, } Chairman and Deputy-
JAMES MEEK, } Chairman
By order, GEORGE BAKER, Secretary.
York and North Midland Railway Office, York, Nov. 8.

TO RAILWAY CONTRACTORS AND BRIDGE BUILDERS.

TERS—POLLOCK AND GOVAN RAILWAY.—TENDERS wanted for executing the following works on the line:—

Lot No. 4.—Being that part of the line from peg No. 84, at North Polmadie Burn, to peg No. 96, about fifty yards south of the road to Polmadie Colliery, being a distance of 400 lineal yards. This lot will include the cutting and embanking, drains, fences, one culvert over North Polmadie Burn, one road bridge; besides ballasting, laying the rails, and otherwise completing the works.

Lot No. 5.—Being that part of the line from the termination of Lot No. 4, at peg No. 96 to peg No. 120, near the road to Torry-glen Farm-house, being a distance of about 800 lineal yards. This lot will include the cutting, embanking, and fences and drains, one road bridge, one culvert over South Polmadie Burn, ballasting, laying the rails, and otherwise completing the works.

Lot No. 6.—Being that part of the line from the termination of Lot No. 5, at peg No. 120 to peg No. 145, about forty yards east of the Rutherglen-road, at Shawfield Villas, being a distance of about 838 lineal yards. This lot will include the cutting, embanking, fences, drains, one culvert over the Rutherglen-burn, one heading under the Rutherglen Tunnel, and about 69 lineal yards, ballasting, laying the rails, and otherwise completing the works.

Plans, sections, and specifications, with drafts of the contracts, may be seen at the office of the Subscriber, or of Andrew Thompson, civil engineer, 62, Buchanan-street, Glasgow, on and after Wednesday, the 5th of December next. The quantities of the different kinds of work to be done will be furnished to intending contractors.

The engineer will be at the Bowling Green Inn, Port Eglington, Glasgow, on Saturday, the 8th, and Friday, the 14th of December next, at Ten o'clock forenoon of each day, to accompany contractors along the line.

Tenders will be received at the office of the Subscriber, 135, Buchanan-street, Glasgow, until Friday, the 21st day of December next, at Twelve o'clock noon.

Security will be required for the proper execution of the contracts; and the company reserve power to accept of any tender they may think fit, whether it be the lowest or not.
By order of the Company, ALEX. GRAHAME, Clerk.
Glasgow, Nov. 27.

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

6, King William-street, City, and Regent-street, London.
CAPITAL—ONE MILLION.

The Right Hon. The EARL OF CAVAN.
W. Cory, Esq. Major-General Christopher Hodgson, R.I.C.
William Davis, Esq. J. Cuthbert Joyner, Esq. W. J. Richardson, Esq.
Lawrence Dorgan, Esq. Henry Lawson, Esq. Frederick T. West, Esq.
William Gunston, Esq. J. Barrett Lennard, Esq. George Whitehead, Esq.

LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.
Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.
Increasing rates of premium, twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
15	s. d. 0 19 4	s. d. 1 3 5	s. d. 1 7 11	s. d. 1 13 1	s. d. 1 18 0
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 8	3 15 8	3 8 4
45	3 4 6	2 14 8	3 7 4	4 3 6	5 4 5

By order of the Board of Directors,
W. WRIGHT, Secretary.

12, Pancras-lane, London, November 27.
MR. KIRKMAN begs respectfully to inform his friends and the public, that the ROYAL DUCHY TIN and COPPER MINES are now divided into Five Thousand Shares of £5 each—either fully paid up, or in part payable by instalments in manner following: a deposit of £2 per share at the time of subscribing; £1 per share on January 15; £1 per share on April 15; and the remaining £2 per share on the 15th July, 1839—and he is authorised to dispose of a limited number at par to early applicants. The Mines are in active operation, several hundred pounds' worth of tin stuff is now at grass, and the undertaking presents a prospect of its proving, to a great extent, the most profitable in this kingdom. All letters must be post paid.

SOUTH WHEAL LEISURE MINING COMPANY.—Notice is hereby given, that the remaining balance will be DIVIDED among the shareholders at the rate of FOUR SHILLINGS and NINE-PENCE per share, and will be paid at this office any day between the hours of Eleven and One o'clock.
2, St. Mildred's-court, Dec. 8.

INDIA STEAM-SHIP COMPANY, by the Cape of Good Hope, empowered by Act of Parliament, 1st Victoria, cap. 97.
Capital £80,000.

The directors beg to inform the public, that their splendid steam-ship "INDIA," Lieutenant EDWARD NICHOLSON KENDALL, R.N., Commander, now nearly complete in the building yard of Messrs. John Scott and Sons, with her machinery, by Scott, Sinclair, and Co., of Greenock, will be LAUNCHED on the 30th day of January next, and will be ready to take in her stores in the River Thames on or before the second week of April. The ship is of 1200 tons, built on the most improved principle, with extensive accommodation for eighty cabin passengers, and capable of carrying 400 tons of light goods. She is provided with a safety apparatus, and built with two strong bulkheads of plate iron across the engine room, in order to confine accidental fire, or prevent a leak sprung in one division from spreading to another.

The directors hereby give notice, that they are ready to receive tenders for the supply of provisions, plate, cutlery, glass, china, bedding, and linen, according to specifications lying at the company's office, where information relative to freight and passage may be obtained, and plans of the cabins may be seen.

The directors take this opportunity to inform the public that they have contracted with Messrs. J. Scott and Sons to build the company's steam-ship of 1500 tons, which Messrs. Scott have engaged to complete with all possible dispatch.

The directors will within eighteen months have three vessels, and they propose immediately to contract for the building of three more, the original number proposed, that voyages may be performed twelve times out and twelve times home in each year. Each voyage from Plymouth to Calcutta will be accomplished within fifty-five days, and prove, in the words of the Legislature, as incorporated in their Act of Parliament, "that it will manifestly be for the advantage of the public that a line of steam communication should be established between this country and India by way of the Cape of Good Hope, and between this country and Her Majesty's dominions in Australia," to which latter place it is the intention of this company to have branch steamers.

Applications for the unappropriated shares to be made at the company's office, 61, King William-street, London-bridge. HENRY MANNING, Sec.
Office, 61, King William-street, London-bridge.

THE LONDON UNION, AND NORTH OF ENGLAND GENERAL SHIPPING COMPANY.

Capital £100,000, in 2000 shares of £50 each.—Deposit £5 per share.

DIRECTORS.
William S. Potter, Esq. William Consett Wright, Esq.
Adam Gordon, Esq. William Allen, Esq.

BANKERS.—Messrs. Hankey, Fenchurch-street.
MANAGER.—Capt. Samuel Richmond.

In submitting this Company to the public, it will not be necessary to do more, than mention the great success which, for the last few years, has attended Companies of this description in the ports of Newcastle, Stockton, Hartlepool, and in Scotland, where the dividends have averaged from Fifteen to Twenty-five per Cent. besides applying considerable sums to guarantee funds.

A deposit of £5 per share to be paid on allotment, and a further sum of £5 on the 10th of January, 1839. The remainder of the capital will be called for during the year 1839, of which three months' previous notice will be given for each payment, by instalments of £10 per share.

The capital stock will be laid out in the purchase, or building, of first class ships, to be employed in the Mediterranean, American, Baltic, and Coal Trades, or otherwise, as the directors may think fit.

A proper deed of settlement, for the security of the Company, will be prepared under the advice of counsel, for the signature of the shareholders, which will embody all usual and necessary regulations and provisions for the efficient management of the affairs of the Company, the protection of the shareholders, and which will also give the directors liberty to apply for a charter, or letters patent, in case they deem it expedient.

A considerable portion of the shares are taken. Application for the remainder to be made (if by letter, post paid) on or before the 10th of December next, to Mr. William Murray, solicitor, London-street, Fenchurch-street; or to Messrs. Miller and Potter, No. 96, Lower Thames-street, London; at whose offices, or at the Bankers, prospectuses and further information may be obtained.

WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)
Capital £100,000, in 20,000 shares of £5 each. Deposit £1.
Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.
Philip Frith | Henry Aggs | Joseph Sterry, Jun.
Jonathan Barrett | William Chippendale | Russell Jeffery.

AUDITORS.—John Poulter; Henry Sterry.

MANAGERS IN CORNWALL.—E. A. Crouch and W. Dymond, Penzance.

BANKERS.—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.

SOLICITOR AND SECRETARY.
Frederick Bankart, 34, Clement's-lane, Lombard-street.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, and any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal participation of dividends to be received on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.

It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately. Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ores insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are occasionally presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

LAW INTELLIGENCE.

THE NORTH MIDLAND RAILWAY COMPANY.

COURT OF CHANCERY—DEC. 3.

THE RIVER DUNN COMPANY v. THE ABOVE COMPANY.—Mr. WARRFIELD was heard this morning, in reply to the arguments of Mr. Knight Bruce and other counsel on Saturday last.

Judgment postponed.

LONDON CAOUTCHOUC COMPANY.

ROLLS' COURT—DEC. 3.

WESTHEAD v. KEANE.—This case came before the Court on a general demurrer. The bill was filed for the infringement of a patent against the defendants Keane and Nicholls, and the London Caoutchouc Company. The point of demurrer was that the words of specification in the bill were so loose and vague that they would not sustain the patent, and also that there was a misjoinder of parties.

Mr. Tiney appeared in support of the demurrer, and Mr. Pemberton for the plaintiff.

His Honour, the MASTER of the ROLLS, said that he thought he was bound by the decision in the case of Day v. Marshall on the first ground of demurrer; and, on the second, as the parties complained of claimed an interest; he could not allow the demurrer. He should, however, give no costs.

ENGLISH MINING COMPANY.

ROLLS' COURT—DEC. 3.

HUMPHRIES v. VIVIAN.—This cause, in which judgment was lately given upon the last verdict of the jury on the issue respecting the validity of the lease of the Boleana Mine, in Cornwall, came on again, by order, this morning, upon petition. Mr. PEMBERTON insisted that the costs were occasioned by the wrongful acts of the parties obtruding themselves upon the possession of the lessees.

Lord LANGDALE said, it was understood the only question in the case was whether the lease under which the lessees claimed was a valid lease, and the issue was directed to try that fact for the final determination of the right. He did not think it fitting for him to give way to the argument, suggesting that there were other questions between the parties which ought to be settled before this matter was determined. The Court had, upon an interlocutory application, put in the way of decision that which was the sole question of discussion, and that being ascertained, it was absurd to say, wait for some other technical formal proceeding before you give the parties their rights. The question had been decided, and the party prevailing was entitled to have the fruits of the decision. They were entitled to a declaration that the lease was a valid and subsisting lease, and they were therefore entitled to the injunction, the account, and the order for delivery of possession. As to the question of costs, he thought the defendants had a right to read their answer, and he would give them an opportunity before he decided.

Mr. KINDERSLEY and Mr. LOVATT stated that a case had lately occurred before the Lord Chancellor, in which an issue had been directed, "whether legitimate or not legitimate," and on the verdict it was objected that the Court could make no order, but that the cause must come on regularly to a hearing, when the party against whom the verdict was, would be at liberty to go into evidence to prove circumstances contrary to the finding of the jury; and upon discussion the Lord Chancellor was of opinion, that notwithstanding the verdict, parties had a right to go into such evidence at the hearing, and to endeavour to satisfy the Court that the verdict ought to have been in his favour.

Lord LANGDALE said he would give an opportunity to read the answer before he disposed of the question of costs.

Mr. KINDERSLEY, in the course of the day, said, that on looking at the answer his client declined reading it.

Lord LANGDALE.—I shall look into the answer certainly, and read it.

DECEMBER 4.

Lord LANGDALE said he had read the answer in this case, relating to the Boleana Mine, in Cornwall. He saw nothing in it which altered the view he had originally formed. The party succeeding in the trial of the issue respecting the validity of the lease was entitled to the costs of those inquiries on which he had succeeded, but not to the costs of that on which he had failed.

LONDON AND BIRMINGHAM RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—DEC. 4.

LORD SOUTHAMPTON v. THE COMPANY.—Mr. RICHARDS, with whom was Mr. Rogers, moved for an injunction to restrain the company from excavating or building on the outside of the walls which bounded the deep cut of the railway between Chalk Farm and Euston Grove. It appeared that the wall was giving way on the west side, near a new row of houses, called Park Village, and the company, in order to repair it, had commenced extensive excavations outside, for the purpose of building buttresses and counter-forts to break the pressure of the clay; and it was said that other parts of the wall, on the east side, were also bulging out, and that the company intended repairing them in a similar manner.

Mr. KNIGHT BRUCE, with whom were Mr. Jacob and Mr. Booth, opposed the motion on several grounds.

His Honour, after taking a review of the case and the arguments on both sides, refused the motion, with costs.

THE GREAT WESTERN RAILWAY COMPANY.

COURT OF CHANCERY—DEC. 4.

RANGER v. THE COMPANY.—This was an appeal from an order of the Vice-Chancellor, allowing a demurrer to the plaintiff's bill. The case was argued before the Lord Chancellor at his house in Bruton-street, in the end of August. The bill was filed to compel the defendants to allow the plaintiff to complete a contract he had entered into for the execution of a part of the railway, or that at all events the defendants might be compelled to pay him for the works already done. The bill stated that the defendants had entered into four separate contracts with the plaintiff, for the construction of parts of the railway. By one of these contracts, dated in 1833, it was provided that certain bridges at the Bristol end of the works were to be built over the Avon to the satisfaction of the company's engineer, and that all disputes respecting these works were to depend on this engineer's arbitration, all moneys for wages to be paid on his certificate, and the company to be empowered to resume possession of the works in the event of the plaintiff failing to execute his contract in the stipulated time or becoming insolvent, or in any other way unable to proceed to the satisfaction of the engineer. The same contract provided that under such circumstances the company might employ other contractors, that the payments made up to such period of insolvency or inability should be considered sufficient, and all other moneys due should be forfeited to the company. In consequence of the unexpected hardness of the soil through which the cuttings were made, deviations became necessary, and various other obstructions and delays took place, in consequence, as the plaintiff alleges, of the unskillfulness of the company's engineers. Under these circumstances, the works did not proceed so rapidly as the contract required, and in 1837 the engineer refused to sign the certificate which entitled the plaintiff to receive money for the works already completed. Disputes accordingly took place—the works were retarded, and in July last the company took possession of all the plaintiff's implements, and placed another contractor on the line. The bill alleged that the delay in the execution of the works, which gave rise to this proceeding on the part of the company, was produced by their refusal to pay for work already done, and he prayed, therefore, to be paid those sums and discharged from his contract, or allowed to complete it under the condition of receiving regular payments for parts of the works which might be completed. The railway company demurred to this bill for want of equity, want of parties, and multifariousness, and the Vice-Chancellor allowed the demurrer, which pleaded a want of equity.

The LORD CHANCELLOR, when the case was heard before him, expressed a strong opinion on the subject of the bill, but the parties pressed for a formal decision on the ground of costs. His lordship now gave judgment, observing that the general demurrer, for want of equity, could not, he thought, be sustained, although the bill was most irregularly framed for the purpose of the relief which the plaintiff sought. Great powers were undoubtedly retained by the company in their contract with the plaintiff, so as to compel him to perform the works to the satisfaction of their own agents and engineers. As one result of the contract, the plaintiff stated that at the time the defendants put an end to the further progress of the works there was a sum of near 30,000*l.* due to him for works already completed, according to the stipulations. Now, this was a matter of account, and such an account could not be taken in any other place than a court of equity. The bill, therefore, stated a case which entitled the plaintiff to some relief, when it was considered that in addition to withholding payment of moneys, alleged to have been already earned, the defendants also withheld all the tools and implements, the property of the plaintiff, and which were found on the works. His lordship was, therefore, of opinion that the several demurrers, for want of equity, must be overruled. What the result of the cause, when it came to a hearing, might be, it was not easy to foretell. The plaintiff might make out a case of illegal seizure of his property, without any authority to be found in the contract, or the bill might be dismissed altogether. At present there did not seem reason to refuse the plaintiff an opportunity to establish his case, as he was apparently entitled to some relief against the course adopted by the defendants.

MANCHESTER AND BIRMINGHAM RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—DEC. 6.

GREENHALGH v. THE COMPANY.—This was a motion to dissolve an injunction restraining the company from taking the usual measures to get possession of a portion of the plaintiff's land, and which had been obtained on the ground that the company were bound by a contract that had been entered

into before its formation, for the purchase of a larger portion of his land than they were now willing to take.

The cause was argued at considerable length, and the Vice-Chancellor, in giving judgment, concluded by stating that the plaintiff would have been disbarred his case of any difficulty that might have arisen had he prayed relief in the alternative under the contract as far as regarded the quantity of land which the company did actually require. He had asked for the largest construction that could be put upon his agreement; and as he was not entitled to that, the motion must be refused; but, from the dealings between the parties, he should not give costs.

EASTERN COAST OF CENTRAL AMERICA COMMERCIAL AND AGRICULTURAL COMPANY.

COURT OF EXCHEQUER—DECEMBER 5.

GOULD v. BARRETT.—Sir F. POLLOCK and Mr. CARPENTER ROE for the plaintiff; Mr. PLATT and Mr. KELLY for the defendant.

This was an action to recover damages for an arrest without just or probable cause. The facts of the case are shortly as follow:—

It appeared that in the year 1836 the plaintiff held thirty shares in a company called "The Eastern Coast of Central America Commercial and Agricultural Company," of which he was also one of the directors. It seemed that he sold these shares to the company, at the rate of 9*l.* per share, and received the amount; and afterwards he was desirous of having the shares restored to him, and ultimately, on the interference of the defendant, Mr. Barrett, who was also a director, the thirty shares were agreed to be given back at the price paid, of 9*l.* per share, although it was said the shares sold at the time at 18*l.* premium. The defendant Barrett (as we understood) was charged by the company to deliver the shares on the money being paid, but it seemed they came into the plaintiff's possession without payment being made. The company then applied several times to the plaintiff for payment, and it was stated that he proposed to pay 200*l.*, provided he obtained time for the discharge of the remaining 70*l.*; but the company declined to accede to this arrangement. The defendant Barrett, it was stated, conceived himself accountable for the amount of the shares, and his case was—that on the 15th March, after having paid the 270*l.* in two sums, into the bank of Payne and Smith, he made affidavit in the Lord Mayor's Court, and obtained a writ against the plaintiff Gould, on which he was arrested in the Bank Coffee House. When the case came on for trial in the Lord Mayor's Court, the counsel for the defendant Barrett (the then plaintiff) declined to proceed, as he considered his client's claim was legally defective, although he had paid the money, conceiving himself bound to the company for the amount. The present plaintiff then brought an action in this court for an illegal arrest, and the result was that the verdict was given in favour of Mr. Barrett. An application was then made for a new trial, which having been acceded to, the case came on again to-day.

Lord ABINGER, in summing up, was of opinion that the plaintiff had failed in proving an absence of just and probable cause, and the arrest could not, therefore, be held to be malicious. If the jury agreed with him in that opinion, their verdict would then be for the defendant.

The jury consulted for a few minutes, and then returned a verdict for the defendant.

LIST OF NEW PATENTS FOR NOVEMBER.

[By Newton and Berry, Chancery-lane, London, and Manchester.]

Paul Chappe, of Manchester, spinner and manufacturer, for his invention of certain improvements in the means of consuming smoke, and thereby economising fuel and heat in steam-engine and other furnaces or fire-places.

Luke Hebert, of No. 12, Staples-lane, in the city of London, civil engineer and mechanical draftsman, for certain apparatus and processes for storing, cleansing, and preserving grain.

Abraham Bury, Esq., of Manchester, for his invention of certain improvements in the mode of printing, colouring, or dyeing cotton or other fabrics, and in the mode of producing certain acid or acids applicable to these or other purposes.

Jacob Fitton Slade, of Carburton-street, in the county of Middlesex, gentleman, for his invention of certain improvements in pumps for liquids or aeriform fluids.

Joseph Fraser, of Halifax, in the county of York, railway contractor, for his invention of certain improvements in the apparatus or machinery to be employed on cuttings or supporters in the construction of bridges and arches, and in tunnels or other mining operations.

Horace Cory, of Narrow-street, Limehouse, bachelor of medicine, for his invention of improvements in the manufacture of white lead.

Charles Callis Baron Western, of Rivenhall, in the county of Essex, for his invention of an improvement in drills for the purpose of drilling corn, grain, seeds, pulse, and manure.

William Morgan, of New-cross, in the county of Surrey, gentleman, for his invention of improvements in the generation of steam.

Adolphus Henri Ernest Ragon, of Great Portland-street, in the county of Middlesex, professor of literature, for improvements in the manufacture of glass, and in the production of other vitrified matters applicable to architectural purposes.

Edward Cooper, of Piccadilly, in the county of Middlesex, stationer, for improvements in the manufacture of paper, being a communication from a foreigner residing abroad.

Charles Flude, of Liverpool, chemist, for his invention of improvements in applying heat for generating steam, and for general manufacturing and other useful purposes where heat is required; and also for an improved mode of supplying steam-boilers with hot water, the said improvements having for their object the economy of steam.

Jerome Deville, of Crutched-friars, in the city of London, coach-builder, for his invention of improvements in railroads and in carriages used thereon.

William Henry James, late of Birmingham, but now of Lambeth, in the county of Surrey, civil engineer, for his invention of improvements in apparatus for heating, generating, and cooling fluids, and in engines to be actuated by such fluids, parts of which improvements are applicable to the raising and forcing fluids.

Moses Poole, of Lincoln's-inn, gentleman, for improvements in apparatus or machinery for maintaining rotatory motion, being a communication from a foreigner residing abroad.

John Juchas, of Shropshire, gentleman, for his invention of improvements in steam-engine boilers, and in apparatus for feeding furnaces and fire-places, and for the more effectual combustion of the smoke and gases arising therefrom.

Bryan L'Anson Bromwich, of Clifton-on-Teme, in the county of Worcester, gentleman, for his invention of improvements in machinery to be worked by the application of the expansive force of air, or other elastic fluids, to obtain motive power.

Henry Huntley Mohun, M.D., of the Regent's-park, for his invention of improvements in the composition and manufacture of fuel, and in furnaces for the consumption of such and other kinds of fuel.

Thomas Mayos Woodysat, of Cookly, in the county of Worcester, screw manufacturer, and Samuel Harrison, of Birmingham, for their invention of improvements in the manufacture of wood screws.

James Drew, of Manchester, civil engineer, for his invention of certain improvements in the means of consuming smoke and economising fuel in steam-engine or other furnaces or fire-places.

George Smith, of the Navy Club-house, Bond-street, a captain in the Royal Navy, for his invention of certain improvements in vessels to be propelled by steam or other power, and in the construction and arrangement of the machinery for propelling.

Anne Bird Byrly, of 147, Strand, widow, and James Collier, of the same place, civil engineer, for their invention of certain improvements in obtaining motive power.

Harrison Grey Dyar, of Mortimer-street, Cavendish-square, gentleman, for his invention of improvements in the manufacturing zinc.

John Wilson, of Liverpool, lecturer on chemistry, for his invention of certain improvements in the process of manufacturing alkali from common salt.

John George Bodmer, of Manchester, engineer, for his invention of certain improvements in machinery, tools, or apparatus for cutting, planing, turning, drilling, and rolling metals and other substances.

Abraham Cohen, Esq., of Islington, for his invention of certain improvements in the construction of railway carriages, and in the modes of connecting and retarding railway trains.

DISCOVERY OF THE WRECK OF THE NORTHERN YACHT.—Strange to tell, the *Northern Yacht* steamer, the apprehended loss of which justly caused so much anxiety and distress, has at length been cast ashore near Berwick, and in a condition that fully realises the worst fears that have been entertained respecting her. It is the flat bottom of the vessel, which is coppered and copper-fastened, and about eighty feet long. The *Northern Yacht*, it may be remembered, sailed from Newcastle for Leith, on Thursday morning, the 11th of October, having on board five cabin and six steerage passengers, and a crew of thirteen hands—in all twenty-four persons. The night set in extremely boisterous, and though she put ashore a passenger at North Sunderland, and was safe when passing Holy Island, there is little doubt she went down in the storm, in all probability not far from the spot where she has cast up. A stiff gale from the S.E. has prevailed on the coast for several days, and particularly last night, which has, no doubt, contributed to drive the wreck ashore.—*Berwick Warder*.

RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—On Tuesday, the last portion of this railway, and which extends from Deptford to the Prince of Orange public-house in Greenwich, was privately opened, under the superintendence of the directors, who were accompanied by Colonel Landmann, the engineer. The party were conveyed in two carriages, and started from the London-bridge terminus about a quarter past one o'clock. A very careful survey of the whole line took place, the result of which was, that the directors expressed their perfect satisfaction with every part of the structure. On Thursday morning, at half-past eleven o'clock, a final experimental trial journey was made from High-street, Deptford, to the terminus, close to the Prince of Orange, at Greenwich. The experimental trains were laden with stones and iron. The whole line of railroad will be opened from London-bridge to the terminus at Greenwich, on Friday, the 14th inst.

CHELTENHAM AND GREAT WESTERN RAILWAY.—The contractors of the parts already let have set to work in good earnest, and we have heard that the whole line from Cheltenham to this, and from Cirencester to Swindon, will be completed by about Christmas, 1839. On Wednesday se'night, the contractors for the works between Cirencester and Kemble, commenced operations near Budd's Farm, and a great number of labourers have consequently found employment.—*Gloucester Chronicle*.

MIDLAND COUNTIES RAILWAY.—The following is the engineer's return of the quantity of earthwork executed, and the number of men, horses, and engines, employed on the works of this railway, from the 27th of October to the 24th of November, 1838:—Earthwork executed, 210,722 cubic yards; number of men, 4485; number of horses, 505; engines, 1 locomotive and one stationary.

BIRMINGHAM RAILROAD.—Return between the 2d of October and 9th of November inclusive, to and from Birmingham:—Travelled, 3,553,061 miles; number of persons, 96,815; duty paid to Government, 1860*l.* 11*s.*

A GEOLOGICAL WONDER.—On Wednesday week, the miners at work in Ridgehill coal pit, Lower Clarksfield, Oldham, struck upon a rock, on cutting which they found imbedded in the solid mass a frog alive! It was discovered at a depth of 104 yards from the surface, and was of a coal colour; but, on being brought out of the pit, it became of the usual hue, and was alive a few days ago at Lower Clarksfield.

LARGE VIADUCT.—The extensive viaduct across the river Mersey and valley at Stockport has been contracted for by Mr. Tomkinson and Messrs. Holmes, of Liverpool, at a little below 70,000*l.* This magnificent erection will form a portion of the Manchester and Birmingham Railway, and will have twenty-two arches of between sixty and seventy feet span, the centre arch crossing the river at a height of 100 feet. The lowest estimate was 62,000*l.* One tender exceeded 100,000*l.*

COMPARATIVE STOCK OF HEMP AND MANUFACTURE OF CORDAGE.

Comparative Stock.	Tons.	Price of Petersburg, clean.
In London, 1st November, 1838	561	£40 10 0
1837	5045	28 0 0
1836	3224	28 10 0
1835	5528	24 10 0
1834	5926	24 0 0

At St. Petersburg the whole of the hemp remaining over, which amounted to only 1200 tons, had at date of last advices been bought up at high prices by a few wealthy Russian houses. The navigation being now about at a close, it seems certain that this article must, in this country, attain yet much higher prices.

Last year the price of cordage was 40*s.* per cwt. on the Clyde, it is now 44*s.*, an advance of 10 per cent., whilst on the raw material there is an advance of 41 per cent.; a state of matters that cannot long exist in the face of a still rising market.

Consumers will be unwilling to give a remunerating price to the manufacturer; they will find some accommodating enough to supply them with cordage made from those qualities termed shot and half clean, which, when manufactured, are not recognisable from the best clean hemp; but which, being deficient in that most important requisite, *strength*, may in the hour of need prove, to the woful experience of many, that the lowest-priced article is not of necessity the cheapest.

The yearly increasing consumption of half clean hemp for the manufacture of cordage, a purpose to which, in former times, it was only applied in this country by the lowest in the trade, and the avidity with which such parcels of it as come to market are bought up, even by those from whom better things should be expected, should rouse the attention of shipowners and underwriters, whilst our shipping lists teem with accounts of the most melancholy wrecks.

Nor are they alone interested—to what are we to impute the following "melancholy accident," as recorded by a contemporary?—"On Thursday last, when the loaded wagon was ascending the pit at Barley Dean colliery, the rope gave way, when the wagon was precipitated to the bottom, and the woman who was stationed there for the purpose of 'setting away,' having been passing at the time, was struck by the wagon in its fall, and killed on the spot. The rope was *almost new*, and no suspicion was entertained about its strength by any one connected with the works."

It is needless to comment upon this, it speaks for itself; but what is a solitary instance such as this, compared with the devastation of life and property that must be taking place at sea from the same causes? If consumers will save a trifle let it be on the size, not on the quality of the ropes; then the seaman could judge by the eye what he has to trust to, and he and his ship would be in comparative safety.—*Glasgow Paper*.

STAFFORD'S PATENT SAFETY COACH.—The patentee has now brought this machine to as complete perfection as is compatible with any invention which is continually exposed to wear, tear, and violent usage. The coach is built on the plan of an ordinary mail-coach; it has large fore and hind boots, but instead of the usual springs placed beneath the body of the vehicle, and consequently below the centre of gravity, by which a coach is always in danger of upsetting on a rough road, from being top-heavy, and to which so many accidents are to be attributed, the body of this carriage is suspended on springs which are considerably above the centre of gravitation, so that the body of the coach hangs always perpendicularly, and is, if possible, more safe when loaded with a full complement of passengers and luggage, than when empty or carrying a light load. The springs are placed on the top of two supporters which rise from the beds and axles, and pass up between the body and the hind fore boots. They are elliptical, and, though of great strength, play with sufficient elasticity to prevent any uneasy jolting, and render the motion of the coach extremely equable and pleasant. The improvements, which are the carrying out the details of the original invention to their full extent, when tested, by the coach being driven, with a complement of passengers, through the principal and most crowded streets of the metropolis, and turned round and manoeuvred in a variety of ways. The result was perfectly satisfactory, and the experiments, which were witnessed by several scientific men and mechanics, received unqualified approbation. After some time spent in these experiments, the friends of the patentee dined together, and expressed their congratulations on his ingenuity and success, by drinking his health and prosperity to his invention.

INTERESTING FESTIVAL AT PENYDARREN IRON WORKS.—This company have at length completed their immense shaft down to the big coal, which they have been fourteen years in sinking. This will open to them a new field of coal of about 1600 acres area; the coal is 7 feet 3 inches thick. This splendid work has been finished from the survey and under the superintendence of their talented engineer, Mr. B. Martin, who, it is understood, purposes publishing the result of his experience upon the strata of Merthyr Tydvil. On Thursday evening the principal agents of the above works, with the workmen employed in this undertaking, were liberally entertained by Mr. B. Martin, at his residence, and the evening was passed in the most pleasant and rational manner.—*Bristol Mercury*.

THE LAKE ASPHALTITES.—Our whole party, consisting of five persons, plunged in, and remained some time in the lake. Though the assertion be not true, that a flat dense mass of iron will be sustained on the surface, yet a man who cannot float elsewhere finds no difficulty here; having proceeded some way into the lake, till his shoulders are nearly immersed, his feet are actually borne off the ground, and he walks as it were on water, or else his legs are forcibly raised, and he is compelled either to float or to swim. To sink or dive would require some effort.—*Elliott's Travels*.

PROCEEDINGS OF PUBLIC COMPANIES.

THE LONDON JOINT STOCK BANK.

The third general meeting of the shareholders was held at the banking-house of the company in Princes-street, Mansion-house, on Saturday, the 1st inst., and was very numerously attended.

THOMAS STROOKS, Esq., in the chair.

The advertisement convening the meeting having been read,

The CHAIRMAN said, that in accordance with the provisions of the deed of settlement the proprietors were now again assembled; and he trusted that the report would be found as satisfactory as the preceding ones had been. The extension of joint-stock banks throughout the country was evidence of the approval of the system by a large and influential portion of the community; and when it was seen that in the course of the last twelve months so many old-established and highly-respectable private banks had merged into joint-stock banks, it must be believed that a conviction of their stability and increased utility had had its share in bringing about the change, as well as the fact of so many gentlemen of long-acquired habits of business having joined those establishments, who would not have been found to lend themselves to joint-stock companies founded on fallacy and delusion. That efficient and honest management was requisite there could be no dispute; but it was equally necessary in all mercantile concerns. The directors of this bank had endeavoured to deserve a continuance of the approbation awarded to them by the proprietors, and the confidence reposed in them by the public, by rendering explicit half-yearly accounts, without committing any breach of the inviolable secrecy due to those having dealings with them, and by whom the prosperity of the bank was fostered. After providing for all expenses, and paying to the customers of the bank a considerable sum as interest on their accounts, and in diminution of the gross profits, the directors had now the satisfaction of declaring a dividend of 2½ per cent. on the half year, besides placing a considerable surplus on the guarantee fund, which, on its increase, gave greater stability to the bank, and further claim to the confidence of the public, by which its concerns were to be eventually benefited. He (the chairman) trusted that these half-yearly accounts would satisfy the proprietors that there had been a steady increase of business, and show a zealous and assiduous intention to preserve their interests. He would now claim the attention of the proprietors to a contest which the directors regretted to have had forced upon them. It was intimated to the shareholders by the chairman, at the last half-yearly meeting, that this bank was engaged in a lawsuit with the Bank of England. The circumstances of the case were not then fully explained, as it was not considered advisable to enter into the question before the hearing in the Court of Chancery. That having taken place, and considerable misunderstanding having arisen in the minds of the public as to the merits of the case, it was now thought proper to put the shareholders shortly in possession of the facts. The act of parliament renewing the Bank of England charter, in 1834, permits the formation of joint-stock banks in London, but contains a proviso "that in London, or within sixty-five miles thereof, no partnership consisting of more than six persons shall borrow, owe, or take up in England any sum or sums of money on their bills or notes payable on demand, or at any time less than six months from the borrowing thereof, during the continuance of the privileges of the Bank of England." The London and Westminster Bank, in their contest with the Bank of England, contended that these words were only meant to restrain a circulating paper currency, and were never intended to extend to acceptances of bills in the usual course of the agency of country banks; but the Court of Common Pleas held that they were sufficient to comprehend all bills of exchange accepted by more than six persons, and on which there was a legal liability whereon they might be sued in an action at law. Now, legal liability he (the chairman) understood to have the precise meaning here given, viz., where a party could be sued at common law, as the directors of the London and Westminster Bank could have been on their acceptances, and which in reality constituted all the difference of the respective cases, as this company was anxious to obtain an issue to try the question at common law, and were advised that no action could be maintained against trustees, directors, or proprietors. In the month of April, 1837, the agency of a bank in Canada was offered to this bank, which promised to be a highly respectable account, but which in the usual course of trade would require acceptances to be given. The directors immediately communicated with the directors of the Bank of England, and being informed that they would interpose objections to this bank accepting such bills, the directors acquainted the Canada bank that they must reluctantly decline their agency if their acceptances should be deemed indispensable; at the same time Mr. Pollard, as an individual, offered to accept their bills; and the trustees of this bank proposed to give an engagement to the bank in Canada that they would provide the necessary funds on behalf of that bank to pay at maturity all their bills accepted by Mr. Pollard. The legal advice they received upon the subject was, that this would not come within the act of parliament, as no one but Mr. Pollard would owe money, or could be sued upon the bill; and that whatever liability might attach to them upon the guarantee, such liability would be on an instrument not named in the act of parliament, which being in restraint of trade, and so far a penal act, must be construed strictly, and could not be extended further than the words implied. This proposal, with reference to Mr. Pollard's acceptance, was made to the Canadian bank and accepted by them, and the account was opened. As soon as the Bank of England received one of the bills so drawn by the Canadian bank, they required Mr. Pollard to accept it as manager of the bank; he declined to do so, but accepted it in his own name, and offered to pay it under discount, which the bank declined to accept, and protested the bill. Previously, however, to the sailing of the next packet, they offered to take the money under discount, which Mr. Pollard paid, and they gave him up the bill, but afterwards sent the protest out to Canada, notwithstanding the bill had been paid. They then filed a bill in the Court of Chancery to restrain Mr. Pollard from accepting similar bills on behalf of the bank. The cause came on before the Master of the Rolls, and in the month of June he gave his judgment in favour of the Bank of England, not giving any opinion as to whether the trustees of this bank could be sued upon the bills, but considering that, upon the whole of the transaction, they owed money to the Canada bank upon the bills by virtue of their collateral engagement. His lordship, however, permitted Mr. Pollard to continue accepting for a sufficient time to enable the directors to communicate with Canada; and they had now the pleasure to state, that so far they made arrangements as not to lose the account. The question here was, not as it was with the London and Westminster Bank, whether a joint-stock company in London could accept bills drawn in England at a less date than six months, but whether the Bank of England could be permitted to stretch its privileges so far as not only to prevent a company, but even the manager of such company as an individual, from accepting bills so drawn by any bank, merchant, or trader established in a foreign country. It was of very great importance to the mercantile community, and unless the difficulty was removed, might prevent this bank from accepting many excellent foreign agencies. The directors therefore did not think it becoming the character of this bank, or fair towards the shareholders, to rest satisfied with the decision of a single judge, which, with great deference, they must consider as much at variance with the mercantile understanding of the acts of parliament, as they were advised it was erroneous in point of law; they had consequently appealed to the House of Lords, where the case would be set down for hearing immediately after the opening of the session; and they hoped by the next general meeting of the shareholders to be able to congratulate them on its successful termination. In thus closing his statement, he (the chairman) begged to assure the proprietors that throughout the whole of this transaction the directors had, by all the means in their power, promoted the interest of their shareholders; and at the same time they had not attempted to conceal from the Bank of England, the Canada Bank, or the public, any circumstances of the case, but had endeavoured to act in this, as in all other matters, in an honourable, open, and straightforward manner; and in no case, in their belief, had they contravened, or attempted to contravene, the privileges of the Bank of England. Having detained the proprietors so long, he (the chairman) would only now desire the secretary to read the report, which he hoped would meet their approbation.

The SECRETARY then read the following report of the directors:—

REPORT.

The directors again avail themselves of the earliest day allowed them under the deed of settlement, to present to the proprietors a report of the state of the bank on the 30th of last month.

The call of 31. per share, payable on the 31st May last, having been received, the amount of paid-up capital has been increased to 310,800l.

By the accounts the directors have much pleasure in showing to the proprietors that, after deducting all contingent expenses, bad debts, and law charges, they are enabled to declare a dividend, for the past half year, at the rate of 51. per centum per annum, on the present paid-up capital of 310,800l., and to add the sum of 47,437. 7s. 4d. to the guarantee fund, thereby increasing that fund to 19,966. 18s. 3d. The directors find that it would simplify the accounts of the bank, and be more convenient in practice, if the days for balancing the books of the bank were altered from the 20th May and 20th November, to the 30th June and 31st December. They therefore, propose to cause the necessary notice to be given at the present meeting, to enable the proprietors, if they agree with the directors, to sanction such alteration.

The directors take pleasure in reminding the proprietors that, in addition to their having in the course of two years created out of the profits of this establishment a guarantee fund of 19,966. 18s. 3d., and having the satisfaction to pay a dividend for the last year of 51. per cent. per annum on the paid-up capital of the company, the customers of the bank are deriving important advantages in the shape of interest on their current accounts, the half-yearly amount of which is of considerable magnitude.

The present satisfactory state of the affairs of the bank, and the great advantages it offers, will, the directors earnestly hope, induce the respective shareholders to make every effort to increase its business, and to promote still further its prosperity. The dividend will be payable on Monday, the 10th inst.

The SECRETARY then read the statement of accounts, by which it appeared, that the liabilities amounted to 1,422,434. 10s. 7d., and the assets 1,486,239. 11s. 3d.; leaving a balance, carried to profit and loss account, of 23,795. 0s. 8d.

The CHAIRMAN said, that in accordance with the provisions of the trust deed, it was now his duty to declare a dividend for the half year, ending 20th ult., after the rate of 51. per cent. per annum, on 310,800l., the amount of the paid-up capital to that period.

Sir GEORGE CARROLL moved, "That the report now read be received and approved, and that the directors be requested to cause it to be printed for the use of the shareholders."

ROBERT FARRAND, Esq., M.P., seconded the motion, which, being put from the chair, was carried unanimously.

WILLIAM BORRADAILE, Esq., said, that this being the first meeting at which he had been present, he was desirous of knowing whether the court of directors had the power, and whether, if they had the power, they would deem it expedient to exercise it without consulting the proprietors, of issuing fresh shares at any premium? He had understood that the London and Westminster Bank had issued 10,000 shares, at a large premium; and he thought that if such a course were to be adopted by the directors of this bank, it would operate most prejudicially to the interests of the proprietors, because it would bring a greater number of persons to participate in the profits of the concern.

The CHAIRMAN thanked the honourable proprietor for the manner in which he had put the question, which was one of discretion; and, after the very reasonable hint given and responded to by the proprietors present, he might be assured of the consideration the directors might give it.

THOMAS PHILLIPPS, Esq. (one of the directors), said that the proprietors had been informed by the secretary of the recommendation of the directors with reference to changing the day of balancing the books. By the deed of settlement, it was necessary that at this meeting a notice should be given to that effect. When the next general meeting was held, six months hence, a notice would have to be printed and circulated, intimating that that question would come under consideration. After that general meeting, a special meeting must be called to confirm it; so that even a change in the day of settling the accounts, however trifling it might be, required all these formalities to be gone through. He begged, therefore, to give notice, that it was his intention, or the intention of some other proprietor, to propose several resolutions at the next general meeting of the shareholders.

The CHAIRMAN said that the only object of the proposed change was to remedy the inconvenience which arose from the necessity which existed at present of balancing the accounts four times a year instead of twice, which caused a great deal of extra labour to the clerks.

A. HASTIE, Esq., M.P., moved, "That the best thanks of the shareholders are due, and are hereby given to the directors for their excellent management, which has enabled them to make such a satisfactory report," which, having been seconded, was carried unanimously.

The CHAIRMAN shortly returned thanks on behalf of himself and his brother directors.

GEORGE MEER, Esq., moved, "That the cordial thanks of this meeting be also presented to G. Pollard, Esq., the manager, for his important services," which was carried unanimously.

WILLIAM BORRADAILE, Esq., assured the meeting that he did not rise for the mere pleasure of speaking, but as there was a matter which had occupied his mind, and upon which he desired information, he would rather openly avow it than secretly entertain it. He wished to ask, if his question was not an unreasonable one, whether the directors had the power, and if the power, the disposition to exercise it, of opening any branch establishments? He did not desire to put the question if it was thought an unfair one, but as it was well known that at almost all the half-yearly meetings of the Bank of England the branch banks connected with that establishment were considered as failures, and as that was the general feeling with respect to branch banks, he felt the question to be one of considerable importance, and trusted, therefore, that he should be excused for having alluded to the subject, and he had been the more led to do so as the general feeling of those proprietors of this institution to whom he had spoken upon this point was averse to opening any branch establishments.

The CHAIRMAN said he would answer the question with the same candour as that which had been shown by the honourable gentleman by whom it had been put. The directors, he believed, had the power to which allusion had been made, and he considered it necessary for them to retain it, for many circumstances might occur which might render it desirable to exercise it. He had, however, no hesitation in saying that the directors had no such intention at present, and if they ever should have, he trusted they would be able to give such reasons as would satisfy the proprietors of all its expediency.

Mr. BORRADAILE said that this explanation was perfectly satisfactory. Thanks having been voted to the chairman, the meeting adjourned.

HUNGERFORD MARKET COMPANY.

A meeting of the proprietors in this undertaking was held at the company's rooms, Villiers-street, on Friday, the 30th ult.

Mr. JOSEPH MOORE, M.D., in the chair.

The CHAIRMAN, after regretting the absence of the Earl of Devon, who had been accustomed to preside over the meetings, stated that the directors had never come before the proprietors without a good feeling, owing to the harmony that had always prevailed, and that now they were cheered with the prospect that the continuous prosperity of the company's affairs would prove that the undertaking was of that solid character it was originally expected it would be, and that the present directors, as long as they should continue in office, would endeavour to do their duty in making it so.

The report was then read, stating in effect, that the contract for the residences over the shops had been completed, and let at the estimated rents. That the rent from the steam-boats was satisfactory, but lamenting that the foot-bridge was not yet constructed, as it was highly desirable for the interests of this company that it should be built, and that the increased income of the company enabled them to recommend a dividend of 17. per share, and also a sum of 5000l. to be applied in paying off a part of the debenture debt. The dividend was declared.

A statement of the accounts was read, and a discussion arose on the disbursements, which were satisfactorily explained, and the duties of the officers given in detail.

A motion to remunerate the directors for their services was lost by an amendment carried by a majority of six. Notice of motion on this subject was given by the original mover for the next meeting of the proprietors in May.

WATERLOO BRIDGE.

On Thursday the 6th instant, a general assembly of the proprietors of Waterloo Bridge was held at the Crown and Anchor, Strand, for the purpose of receiving the half-yearly report, and to elect directors and members of the committee in place of those going out. Mr. Bredell, the secretary, read the last half-yearly report to the 23rd of August. The report stated that the select committee appointed on the motion of Sir M. Wood, Bart., M.P., to consider the interests of the Waterloo Bridge propriety as regards the City Improvement Bill, had not come to any decision on which they could report. The soundings of the bed of the river had, since 1835, suffered but trivial variations, not exceeding six inches in any direction connected with the bridge, and the latter structure continued without the least defect. A gradual improvement has taken

place in the receipts of the Bridge, which enabled the directors to declare, in February, 1838, a dividend of 6251. more than that of the year 1837, and in August last a dividend exceeding that of the preceding February by 6251. The receipts of the last half year, including a balance in hand of 1981. 4s. 2d., amounted to 78181. 17s., of which tolls were received to the amount of 70891. 17s. The disbursements, including interests and dividends on bonds, amounted to 70281. 15s. The report having been adopted, two directors, four members of the committee, and one auditor, were elected; after which, and a vote of thanks to the chairman, the assembly was dissolved.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

THE LONDON UNION, AND NORTH OF ENGLAND GENERAL SHIPPING COMPANY.

Capital £100,000, in 2000 shares of £50 each. Deposit £5 per share. This company has been formed for the purpose of building and employing first class ships in the Mediterranean, Baltic, and Coal trades; and its contemplated success is founded on the profits which have attended for the last few years companies of this description, in the ports of Newcastle, Stockton, Hartlepool, and Scotland; where the dividends have been from 15 to 25 per cent. A deposit of 51. per share is to be paid on allotment, and a further call of 51. per share on 10th January. Applications for shares are required to be made on or before the 10th instant.

WALSALL JUNCTION CANAL COMPANY.

Capital £15,000, in 600 shares of £25 each.—Deposit £1. The prospectus of this company has appeared in the country papers; its object being to effect a junction between the Wyrley and Eslington and Birmingham Canals, near Walsall. Some of the principal advantages anticipated from the proposed junction are set forth in this announcement; and whether the undertaking is considered as a means of opening fresh channels of communication between important mining and manufacturing districts, or as a secure and profitable investment, it is deserving the attention of the capitalist and man of business.

BRITISH WATERPROOFING COMPANY.

Capital £20,000, in 4000 shares of £5 each.—Deposit £2 10s. The object of this company is to bring into general use an invention for rendering waterproof woollen cloths, camlets, silks, and general articles of wearing apparel, without impeding the escape of perspiration, and at the same time preventing the ravages of the moth.

WEST KENT GAS LIGHT, COKE, AND COAL COMPANY.

Capital £60,000, in shares of £5.—Deposit £1. We understand the directors have completed arrangements for taking Denton Wharf, near Gravesend, and the adjoining property, securing the exclusive frontage of the River Thames, and are taking steps for commencing operations forthwith.

INDIA STEAM-SHIP COMPANY.

This company has been formed for the purpose of making the voyage to India, via the Cape of Good Hope, and is empowered by Act of Parliament, having a capital of 500,000l. The first steam-ship built by the company, named the India, of 1200 tons burthen, with accommodation for 80 cabin passengers, and capable of carrying 400 tons of light goods, will be launched on the 3d proximo. Another vessel of 1500 tons burthen will be built immediately, and the directors contemplate, that within eighteen months, three vessels will be in the service, and subsequently the construction of three other steamers; whereby voyages may be performed twelve times out, and twelve times home, in each year. The passage is expected to be made between Plymouth and Calcutta in fifty-five days, and branch steamers will be established to communicate with Australia.

[ADVERTISEMENT.]

EAST CORNWALL MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL. Sir,—It has but recently come to my knowledge, that you have inserted a paragraph in your journal, that the East Cornwall Mining Association have succeeded in establishing their right to the Beacon Mine. It is true they have obtained a verdict, and that I have not been enabled to remove that verdict; but, as I will not imagine that you wish, by your influential journal, to mislead speculators, you will doubtless feel it a duty, as a respectable journalist, to inform your readers the actual state of my claims, which are as follows:—Three questions were submitted to the jury, two of which were found in my favour, and the third being, "whether the bounds had been constantly renewed," was decided against me, from the circumstance of the bound renewer being kept out of the way in a state of intoxication during the trial; and the court, in giving their judgment, stated my right might be again tried—and so far from the question of property being settled, there are now pending two chancery suits, in both of which the rights are yet subject to legal decision; and, as the two points have been settled in my favour, and the fact of renewal being one of notoriety in the parish, I doubt not of being ultimately successful. The East Cornwall Mining Association are now working the mine, and expending their money with a full knowledge of my claim to the produce; if, therefore, they divide this mine into shares, and induce parties in ignorance to expend their money, the fault is with them and not me. I am, sir, your obedient servant, London, December 3, 1838. CHRISTOPHER ALDERSON.

THE COAL TRADE.

A Court of Common Council was held on Thursday last, at which Mr. Beckwith brought up the report on the allegations in the petition of Mr. Bradfield relative to the coal trade, which disproved the allegations in question. In moving that the report should be agreed to, Mr. Beckwith said, that Mr. Bradfield had stated that there was a large supply of coals, notwithstanding which the price was advanced to the consumer; and that the cause of such advance was, that the lord mayor did not appoint a sufficient number of weighers. Nothing could be further from the fact. Neither the lord mayor nor the Court of Common Council could individually or collectively appoint a single coal-weigher. The appointments were made by a company of the coal-trade, who made 170 coal-weighers, and paid them. Each of these coal-weighers had a gang of eight men, called whippers, to assist in the delivery. From the correct calculations which he had made, these 170 coal-weighers were able to deliver 8000 tons per diem; and if it were necessary, they could deliver twice that quantity. The quantity of coal consumed daily, amounted to 8000 tons, but he would answer for it that 16,000 could be easily delivered in that space of time. It was in the power of every coal merchant to appoint his own weigher, and every captain had a similar privilege, so that there were a great many weighers appointed besides those directly connected with the system. There was only room for 166 vessels in the tiers arranged for the colliers, so that 170 weighers would be able to do considerably more work than appeared for them to do. He found that the port of London and navigation committee had given extra accommodation to the coal trade in the different tiers, which were marked out and regulated by the harbour masters. Accommodation was also given to twenty vessels belonging to dealers in gas, which required no weighers. The gentlemen who appointed the coal-weighers had recently added ten to the number, because the new regulations of the port of London and navigation committee made room for nineteen more vessels in the tiers than were usually so placed. The total additional accommodation in the tiers comprehended thirty-nine vessels, and was perfectly satisfactory. By the by-laws of 1837, the accommodation included only 147 ships. The increase for the gas companies was twenty, and for the coal trade nineteen, which made the total increase what he had stated it to be. The report was then agreed to.



PUBLIC COMPANIES.

MEETINGS.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of proprietors will be held, pursuant to Act of Parliament, on Tuesday, the 18th day of December, in the Sheriff-Court Hall, Greenock. The chair to be taken at One o'clock precisely. The transfer books will be closed on the 14th instant, and remain so until after the meeting. Railway office, Greenock, Dec. 1.

ELLENGLAZE MINE.—Notice is hereby given, that an ADJOURNED MEETING of the shareholders will be held on Monday, the 17th instant, by One o'clock p.m., at the New London Inn, Exeter, when the presence of the proprietors is particularly requested. Ellenglaze Mine, Dec. 6.

MOUNT'S BAY MINING COMPANY.—The shareholders are requested to ATTEND a MEETING, to be held at the King's Arms, Holborn-bridge, on Saturday, the 18th day of December instant, at the hour of Twelve o'clock, to take into consideration the propriety of purchasing a Steam-Engine for East Ding-Dong, and also other matters connected with the affairs of the said company. Dated this 6th day of December, 1838. CHARLES R. ROBERTS, Sec.

CALLS.

BRITISH AND FOREIGN BANKING COMPANY.—CALL OF THREE POUNDS PER SHARE.—The directors of this company having, in pursuance of a resolution passed at a Special General Meeting of shareholders, held on the 18th instant, made a CALL of THREE POUNDS per share, payable on or before the 20th December next; proprietors of shares are hereby required to pay, on or before that day, either at this office, or at Messrs. Spooner, Attwoods, and Co.'s, Gracechurch-street, the sum of £3 each on their respective shares. 32, Lombard-street, Nov. 20. JOHN YATES, Chairman.

RHYMNEY IRON COMPANY.—Notice is hereby given, that the holders of Scrip of the Rhymney Iron Company who have not paid up the CALLS are required to pay the same, with interest thereon, on or before the 10th of December next, and to execute the deed of settlement; and in default thereof, the directors will take measures to dispose of such shares according to the notice upon the scrip. JOHN PETHERICK, Sec. Nov. 7.

RIO DOCE COMPANY.—Notice is hereby given, that in accordance with Article 4 of the printed regulations for managing the affairs of this Company, agreed upon at a special General Meeting of the Shareholders, held on the 24th of June, 1837, a CALL of ONE POUND per Share is hereby made, payable on or before the 14th of January next, at the bankers of the Company, Messrs. Barnett, Hoares, and Co., whose receipt for the same will be exchanged at the Rio Doce Office for new Scrip Certificates. By order of the Directors, R. MESSER, Secretary. 6, Freeman's-court, Cornhill, December 7, 1838.

TRELEIGH CONSOLIDATED MINING ASSOCIATION.—Notice is hereby given, that a further CALL of SEVEN SHILLINGS and SIXPENCE per share is this day made, payable to the bankers of the Company, Messrs. Vere, Sapte, and Co., on or before the 3rd instant. The proprietors are particularly requested to bring the scrip, with the bankers' receipts, to the office, as usual, where they will receive new certificates in exchange. By order of the board, ROWLAND NICHOLSON, Sec. 23, Threadneedle-street, December 1.

WEST WHEEL JEWEL MINING ASSOCIATION.—Notice is hereby given, that a CALL of ONE POUND per share has been this day made (in conformity with the deed of settlement by which the Association is now governed), payable by two instalments of Ten Shillings each, on or before the 5th of January next, and on or before the 5th of February next, respectively, into the London and Westminster Bank, to the credit of the company with the Western District Banking Company, or into the bank of the said Western District Banking Company at Truro. On production of the bankers' receipts at the office, as under, together with the old scrip, the latter will be exchanged for new certificates. By order of the board, ROWLAND NICHOLSON, Sec. 23, Threadneedle-street, Dec. 4.

THE PATENT SAFETY FUZE.—For BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH AND DAVEY, Cambridge, Cornwall.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOURL.
Royal Geographical	21, Regent-street	Monday	8 P.M.
Royal Medical and Chir.	58, Berners-street	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 1/2 P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
R.I. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Royal	Somerset House	Thursday	8 1/2 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Zoological	28, Leicester-square	Thursday	8 P.M.
Royal Astronomical	Somerset House	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Deal Pier Company	London Tavern	Dec. 8	12
W. of London & Westminster Cemetery	456, West Strand	10	1
London Annuity Society	11, Chatham-place	10	6
British Asphalting and Patent Coal	15, Bishopsgate-street	12	1
Protector Life Association	City of London Tavern	13	1
Grand Junction Water works	Brook-street	13	12
National Provident Institution	18, Nicholas-lane	15	12
Mount's Bay Mining Company	King's Arms, Holborn-bridge	15	12
Royal Polytechnic Consols Mining Co.	George and Vulture	15	1
British and Foreign Banking Company	32, Lombard-street	16	1
Jamaica Steam Navigation Company	35, Abchurch-lane	17	1
Ellenglaze Mining Company	New London Inn, Exeter	17	1
Glasgow, Paisley, & Greenock Railway	Sheriff Court Hall	18	1
Equitable Reversionary Interest	London Coffee-house	18	1
Wheal Hennock and Christowe	On the Mine	20	12
Canada Company	St. Helen's-place	27	1
Wicklow Copper Company	43, Dame-street, Dublin	20	2
Great Western Railway	City of London Tavern	20	11
Mutual Life Assurance	Office	Jan. 19	1

CALLS.

National Reversionary Investment	24 1/2, Lombard-street	Dec. 10	4
West of London & Westminster Cemetery	456, West Strand	12	11
Cornwall Great United Mines	15, Masterman and Co.	15	1
Birm., Bristol, & Thames Junction	31, As former calls	19	1
British and Foreign Banking Co.	32, Lombard-street	20	1
North Tamer Mining Company	22, Phoenix Bank, Liverpool	22	1
West Cornwall Mining Company	24, Cunliffe, Brooks, and Co.	24	1
Mexican & South American Co.	31, Barclay and Co.	31	1
Treleigh Mining Company	78, 6d. Vere, Sapte, and Co.	78	6d.
West Wheel Jewel Mining Co.	17, Jan. 5 (See advertisement)	17	Jan. 5
Sheffield, Ashton-under-Lyne, & Manchester Railway	24 1/2, 10, Rogers & Co.; and Smiths.	24 1/2	10
Treburth Mining Company	28, 6d. 16, 6, Austin-friars	28	6d.
Rhy Gunter & Cefn Cwse Colliery	91, 17, London & Westminster Bank	91	17
Rhymer Iron Company	51, Feb. 25, Laurence Pountney-lane	51	Feb. 25
Rio de Anori Gold Stream Works	108, 20, Martin, Stone, and Co.	108	20

DIVIDENDS.

Mexican and South American Company	5s. per share 10, New Broad-st. Jan. 16.
Bank of British North America	3 per cent. 7, St. Helen's-place. 5.
East London Water-works	16, St. Helen's-place 10.
National Cognac Brandy Distillery	5 per cent. King-st., Snow-hill.
Argus Life Assurance	39, Throgmorton-st.

METEOROLOGICAL JOURNAL, 1838.

Nov.	Thermometer.	Barometer.	Dec.	Thermometer.	Barometer.
Thurs. 29	37 to 50	29.62 to 29.75	Monday 3	42.5 to 49	29.39 to 29.40
Friday, 30	44 to 61	29.35 to 29.10	Tuesday 4	37 to 49	29.45 to 29.58
Saturday, 1	43 to 47	29.45 to 29.40	Wednesday 5	32 to 47	29.69 to 29.94
Sunday 2	44 to 49	29.36 to 29.43			

Wind S.W. Except the 24 and 4th generally cloudy, with frequent and heavy showers of rain. On the morning of the 29th, from two to three o'clock, this neighbourhood was visited with one of the most awfully grand storms which perhaps has ever been witnessed; the wind, which had been during the whole of the previous night blowing in violent gusts, was by two o'clock at a height scarcely less than during the hurricane of the 29th ultimo, accompanied by peals of thunder and flashes of lightning of the most vivid and brilliant description.

In our last we called the attention of the reader to the low state of the barometer, but that registered on the 29th, shortly after the storm just noticed, is lower by .63, and has not been equalled since the year 1830.

A halo round the moon on the evening of the 30th ult.

Between eight-and-twenty minutes past eight on the evening of the 5th instant, seven meteors were seen, two with small trains, the rest merely having the appearance of a small shooting star.

Rain fallen 1 inch and .625 of an inch.

Erratum.—In the "Meteorological Journal" of last week, under the "barometer" column, for "29.66" read "29.65" in last line.

Edmonton. CHARLES HENRY ADAMS.

NOTICES TO CORRESPONDENTS.

STATISTICS OF THE IRON TRADE.—We have received this paper, for which we are obliged to our Correspondent. It will appear in an early Number of the MINING REVIEW, and similar communications will always be acceptable.

The letter on the subject of the "Bolton's Company" is entirely in error; the reports are, and always have been, quite as accessible as those of any other company—of this our columns of to-day will afford sufficient proof.

SCHOOL OF MINES.—We intend in an early Number, to give the problems submitted by the Council of the Durham University, with the view of replies being given by our readers, to which we shall afford ready insertion.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, DECEMBER 8, 1838.

By the arrival of the *Swift* packet ship, letters have been received from Mexico to the beginning of October, and a considerable space is devoted in our columns of to-day to the insertion of Mining Intelligence from that country. We regret to find that the blockade is still rigorously enforced, and threatens, ere long, to lead to more warlike demonstrations. On the cause or justice of the quarrel, it is not our intention to remark, but we must warmly protest against the severe injury which British interests are now suffering in consequence of it, or the still greater evils which are to be apprehended from a protracted contest between the parties. In whatever part of the world they may be located (and where will they not be found?), British interests should demand with confidence the protection of Government, and that protection should in every practicable case be given.

By obstructing the transit of stores essential to the working of mines held by English Companies, and which can, beyond the shadow of a doubt, be guaranteed as solely intended for this purpose, the French Government is inflicting great loss and inconvenience upon a neighbouring and friendly power, while Mexico can scarcely be said to receive any injury whatever; a state of things against which strong protest should be made, as, though it might be unavoidable in the heat and confusion of a general war, it could readily be obviated in the present season of general tranquillity. When we compare the trivial pecuniary compensation for real or imaginary injuries to French subjects, which has formed the pretext for the present aggression on the part of France against Mexico, with the millions of British capital which are placed in jeopardy by this proceeding, the right of spirited remonstrance will be obvious. Let France enforce her claims against Mexico as she thinks best, but let her not indirectly cause the destruction of British capital to a tenfold greater amount.

We have before touched upon this subject, although rather foreign to our usual topics, and in the present aspect of affairs feel called upon again to do so. In the first place, there appeared every probability that the blockade would not be of very long duration—that matters would speedily be adjusted between the contending parties, and any inconvenience or injury to British interests thus be of short duration. There is now, however, great probability of a protracted struggle, and the maintenance of a long-continued blockade, during which the present stock of stores on the mines will become exhausted, and quicksilver rise to such an enormous price as to cause the greatest inconvenience and loss: under these circumstances can it then be doubted that the time for remonstrance, spirited and energetic remonstrance, has fully arrived?

Of late we have advocated and endeavoured to impress on the minds of our readers the importance to be attached to "Mining Schools," and the dearth of information which exists in this country, with its vast mineral resources, whereas on the Continent colleges not only exist, but aid is afforded by the several Governments towards developing the hidden wealth of those countries, while they at the same time instruct and furnish the sources of knowledge to those whose attention is directed to Mining pursuits. Although we have not yet effected the object which has ever been one of interest to us, that of the establishment of a "School of Mines," it is gratifying to find that our advocacy of the measure has found friends; and that although not perfectly carried out, yet that we may take merit to ourselves for the progress which has already been made.

We had occasion some two or three weeks since to advert to the University of Durham as the first institution which had introduced or established a "Class of Civil Engineering and Mining," to which we shall again have occasion shortly to refer; as also to give to our readers the problems submitted to the students, a copy of which has been obligingly afforded us by a correspondent. Our more particular object, however, in the present instance, is that of directing attention to the formation of a class of this nature at the King's College, thereby admitting not only the correctness of the principles which we have ever advocated, but the importance of the principle involved. We cannot do better than quote the words of the Council:—

The want of a system of education, suitable to young men intended for Mining pursuits, or about to enter the profession of Civil Engineers, has been generally admitted. The subject has, for a considerable time past, occupied the attention of the Council of King's College, and they have at length arranged a plan, which they now present to the public, in the confident hope that it will be found useful not only to this class of Students, but to others who wish to obtain a scientific education.

The subjects of instruction will comprise Mathematics, Mechanics, Hydrostatics, and Hydrostatical Machines; the Steam Engine and its applications; theoretical and practical Chemistry; Metallurgy, Geology, and Mineralogy; the theory and practice of Mining; the elementary properties of Matter, Sound, Light, Heat, and Electricity; Machine-drawing, practical Perspective, and Surveying.

We do not purpose, on this occasion, to enter fully into the subjects to which the attention of the students will be directed, but shall merely give insertion to the "Course of Geological Mineralogy," by Mr. J. TENNANT, F.G.S., as affording an opportunity of judging of the nature of the Lectures.

The course will commence with the Physical and Chemical characters of Minerals in general.

Physical.—Crystallisation, Cleavage, Fracture, Hardness, &c.

Chemical.—Use of the Blow-Pipe; Action of Acids, &c.

The principal simple minerals will next be separately examined, and the readiest mode of distinguishing them described.

EARTHY, ALKALINE, AND ACIDIFEROUS.

Quartz, Garnets, Hornblende, Felspar, Mica, Tale, Calcareous Spar, Barytes, Strontian, Salt, &c. &c.

COMBUSTIBLE.

Sulphur, Bitumen, Coals, &c.

METALLIC.
Native Metals, and their combinations with oxygen, sulphur, &c.
ROCKS ACCORDING TO THEIR MINERAL STRUCTURE.
Primary.—Granite, Gneiss, Mica Slate, Porphyry, &c.
Secondary.—Limestones, Sandstones, and Coal Measures.
Volcanic.—Lava, Trap, Basalt, &c.
Mineral Veins, Dykes, Faults, &c.

Processes employed in reducing Metallic Ores.
The instruction will consist of a minute description of all the substances entering into the composition of Rocks, or which are used in the Arts; illustrated by characteristic specimens, and diagrams of their principal forms, stratification, &c.

In addition to the class instituted at the University of Durham and King's College, we may with feelings of gratification and pride advert to the School of Mines in Cornwall, which has been projected by Sir CHARLES LEMON, the expense of the establishment and support of which he has undertaken to bear for two years. Already have we expressed our willingness to contribute Ten Guineas annually to the advancement of this measure.

It will be seen from an article inserted in another column, from a northern contemporary, that the use of an inferior material in the manufacture of ropes (caused by the advance in the price of hemp) has proceeded to a most injurious extent, diminishing to a considerable degree the strength and trustworthiness of this important article. A practice of this kind, which, under the semblance of a paltry economy, has the effect of producing insecurity to life and property, and can hardly fail eventually to produce the most frightful accidents, cannot be too strongly deprecated, or too thoroughly exposed by the press, as from the perishable nature of the article, an inferior material, if unchecked in the first instance, might come into very general use before its insecurity was discovered, and thus be productive of immense mischief. We have on one occasion known four unfortunate individuals crushed to death in consequence of the sudden breaking of a rope, and we need not observe, that thousands of lives are daily placed in peril from similar causes, though accidents of this kind are happily not of very frequent occurrence.

Enormous as the consumption of cordage must be in this country, and heavy as is the consequent expense, more especially at the present high price of hemp, it is natural enough that any supposed economy in this article should be embraced by some, yet it is evident that, in a case like this, where strength is sacrificed, and life and property placed in danger, no real advantage can thus be gained, while a fearful responsibility must rest upon those whose ill-judged parsimony may have been the means of bringing destruction upon persons whom they employ. The known goodness and security of the ropes used in mines and public works, is not only productive of security but of confidence to the labourers who are engaged there, often in operations of the most perilous nature, but this confidence would soon be destroyed were it found that a weaker material had been introduced, though with the same outward appearance of size and strength. A full knowledge of the circumstance to which we have alluded, will doubtless be the means of producing caution among purchasers, a point we are the more anxious to effect, as it will at once put a stop to the shameful manufacture in question, and the bad consequences attendant on it. To ship-owners especially such deterioration is of great importance, and cannot be too carefully guarded against, or too severely checked on their part, notwithstanding any apparent saving afforded by it.

A report of the late meeting of the shareholders of the London Joint-Stock Bank is given at considerable length in another column, and will be read with interest by many, not only as an example of the success attending these institutions, but as throwing much light upon the position in which they are placed by the alleged privileges of the Bank of England, and the measures which have been, and still may be, adopted to meet these difficulties. The time, we hope, is not far distant when Joint-Stock Banks will be put upon a proper and equitable footing, and enabled by the Legislature to assume that position to which they are entitled, no less as a matter of private advantage than of public benefit. Fettered and crippled as they now are, the progress they have made is indeed surprising, and can only be accounted for on the principle of their great utility to the commercial world, and a degree of encouragement thus arising which enables them to overcome all minor obstacles. It will be seen from the report that the finances of this company are in a very favourable position—a dividend having been declared at the rate of 5 per cent per annum upon the paid-up capital, while in the course of two years only a guarantee fund of £10,966 has been created out of the actual profits of the concern.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 93 1/2 buyers for the opening. Three per Cent. Red. 92 1/2. Three-and-a-Half per Cent. Red. Ann. 100 1/2 for money. Bank Stock 20 1/2. Premium upon India Bonds 63; Exchequer Bills 64 66. Portuguese New Five per Cent. 29 1/2, and the Three per Cent. ditto 19 1/2. Spanish Bonds, with the May Coupons, 16 1/2. Brazilian 77 1/2, and Colombian 24. Danish Bonds 74 1/2; Dutch Two-and-a-Half per Cent. 54 1/2; and the Old Five per Cent. 100 1/2.

Great Western Railway Shares 10 pm.; Birmingham 77 pm.; Greenwich 3 1/2 dis.; Southampton 6 1/2 dis.; and the New ditto 19 pm. Anti Dry-Rot Shares 9 dis. Bank of Australasia Shares 27 1/2 pm., and the New ditto 24 1/2 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93 1/2; Exchequer Bills, 64 66 premium; East India Bonds, 61 63 premium; Dutch Five per Cent., 100 1/2; Ditto Two-and-a-Half per Cent., 54 1/2; Portuguese Five per Cent., 29 1/2; Ditto Three per Cent., 19 1/2. Railways:—Brighton, 3 1/2 dis.; Great Western, 9 1/2 10 1/2 premium; London and Birmingham, 77 79 premium, New, 23 24 premium; Southampton, 43 44 per share; New, 18 19 prem.; York and North Midland, par.

REDUTH, DEC. 6.—Average standard, 1147. 16s. 0d.—Average produce, 7 1/2.—Average price, 51. 8s. 0d.—Quantity of ore, 2849.—Quantity of fine copper, 202 tons 2 cwt.—Amount of money, 15,370l. 11s. 6d.—Average standard of last sale, 109l. 14s.—Produce, 8.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin and bullion from the port of London to foreign ports for the week ending the 1st inst., consisted, according to the official returns, of 6800 ounces of coin, not distinguished, of which 5000 ounces were sent to Sydney, and 1800 to New York; 3265 ounces of gold coin shipped for Hamburg; 882 ounces of gold bars for the same destination; and 4997 ounces of silver coin, which were forwarded to the West Indies.

ENGLISH MINES.

RICHARD ROWE.

S. HARPER.

R. ROWE.

FRANCIS EVANS.

R. ROWE.
ble for sinking and

M. JAMES.

R. ROWE

month's proceeds.

JOHN TREGOWETH

T. RICHARDS.

M. WILLIAMS.

H. RICHARDS.

and two at 11s.

J. BORLASE.

d Diagonal shaft.

ing wages.

G. V. DUVAL.

18th Sept., 262 10A. 11 02. 17 40W. 10 6.0.

ZACATECAS MINING COMPANY.

BOLANOS MINING COMPANY.

REAL DEL MONTE MINING COMPANY.

Sept. 29.—Dolores has improved; a good bunch of smelting ore has been discovered, about a vara wide, on a good branch of the vein, at the Esperanza level, which is, as you can yet see, a separate branch from any wye found before. We shall be anxious to examine if a continuation can be found at or below the San Juan level. San Luis cross-cut, at the last mentioned level, still proceeds north, through a pretty good lode, without any appearance of the wall, and we continue to raise some good smelting assays. *My opinion is from a hack we have lately formed on the north part of the lode*

let at \$40 per fathom are not yet finished; there has been a summer f-

the lode come in from the south in this place within the last day or two, which I am in hopes will prove the lode we have been looking for the last six months.

Backs.—We are still stopping here with three parties of men, as we have been for some time past, but we have not measured any bargains as yet. The lode is from four to six inches wide, and yields still a small quantity of gold, besides other ore worth reducing on the spot. We have sampled from these backs 15 tons 19 cwt. 1 qr., containing 1918 oz. silver, and 35 oz. gold.

Fifteen Fathom Level.—2 fms. 1 ft. 10 in. were driven in July; the end was newly dilled, and it appears that we have driven about five feet more than we expected before we cut the lode, which may be perhaps accounted for by its not underlaying so fast downwards as it did upwards. This desirable object has, however, been accomplished; the north branch, which is about a foot wide, consists of black blende and pyrites. We have not yet cut through the lode to the south as the ground is very hard, so that we were obliged to open more on it to the west. I purposely delayed this report, hoping that we should be able to get further into it to see if there are any more branches to the south, but it will be some time yet before we shall be able to effect this. The lode here is quite dry, and does not seem to let down any water, whereas the small branches backwards let down a great quantity. The lode in the bottom is very promising, and gives every fair expectation that it will continue to the thirty fathom level. As soon as we have cut through the lode, so as to find the south wall, we shall directly begin driving east and west, and as soon as there is sufficient ground opened begin rising. I have also begun cutting ground in Wills' end level to prepare to sink, but as there is no water drawn down I expect that we shall be forced to put a pumping machinery.

Thirty Fathom Level.—After cutting into the north nearly two fathoms, and not meeting with any more lode, we have again begun to drive east till we come under where the eighteen fathom level was turned south, where we shall most likely drive in that direction, that is to say, at right angles with the lode.

Old Santa Catalina.—After sinking about six feet the water became so quick that we were not able to keep it any longer with the barrel. I then placed the men in the eighteen fathom level to cut into the north six feet, since which we have risen up against it between two and three fathoms more. We have cut a quantity of water in the rise (though the lode is very small) which has let down most of what was in the winze, so that I think we shall be able to begin sinking again next week.

Miners employed.—At Augustus, 8; copper lode, 2; Santa Catalina, 38. Total, 48.

ECONOMY OF FUEL IN THE SMELTING OF IRON.

It is stated by M. Teploff, mining engineer, in Russia, that in the Ural Mountains, where many mines of iron are worked, they obtain 11 lbs. of iron by a consumption of the same quantity of fuel, provided both the quantity and rapidity of the air which enters into combustion is properly regulated; but only from four to six pounds when the action of the blowers is badly managed.

In an experiment made by order of the government, it was found that 100 cubic feet of air under a pressure of two inches of Mercury, have produced the same effect as 200 cubic feet of air, under a pressure of one inch, but with this difference, that in the latter case the consumption of fuel was double that required for the former. M. Teploff further states that a furnace had produced 22,000 lbs. of iron in twenty-four hours, and which had only consumed 16,000 lbs. of fuel for this operation, whilst before the proper regulation of the blast, double the quantity was required to produce an equal portion of iron. According to the same engineer, the results obtained by this method are superior as regards economy, to those produced by means of the hot blast.—*Recueil de la Société Polytechnique, June, 1838.*

NEW ALLOY OF ZINC AND COPPER.—A committee of the French Academy of Sciences is engaged in investigating a new alloy of zinc and copper, which is said to possess qualities which fit it for extensive use to the arts and manufactures. Its cost will be a little more than that of zinc. The pure metal of zinc oxidises with great facility, which renders it unfit for a multitude of uses; the alloy, however, is oxidised with great difficulty. It will resist, for example, sulphuric acid of twenty degrees of concentration. Hence it may be used for mineral waters, for pipes and tubes through which acid liquids flow, and in navigation for the sheathing of vessels. The composition of the alloy depends on the uses to which it is applied. If it is applied in circumstances where zinc is commonly used, the inventor mixes with a great proportion of the latter metal a small quantity of tin and lead; an addition which does not augment the cost of the alloy more than a farthing a pound. The alloy which is used for boilers, gutters of houses, &c., contains no lead, but still, like the other, resists the sulphuric acid of twenty degrees concentration.

THE IRON TRADE.—Iron has experienced a slight advance during the last fortnight. The demand has now continued very brisk for some time, and the present prices are easily obtained. Many orders have been received for exportation within the last few days.—*Midland Counties Herald.*

DISCOVERY OF COAL.—At Scratchy, near to Castlederg, a bed of coal has been discovered only ten feet beneath the surface. It has more of the mineral characteristics than belongs to most Irish coal, which is anthracite; and, from the bitumen which it contains, it runs like English coal, into coke. On the value of this discovery, not to Castlederg only, but to Strabane and Derry, and the intermediate district, we need not enlarge.—*Derry Standard.*

MANTELLIAN MUSEUM.—The contents of the Mantellian Museum, which have been purchased for the British Museum, are now in the course of removal to London, to the great regret of the inhabitants of this town, to which they have been a most intellectual ornament.—*Brighton Gazette.*

INLAND NAVIGATION.—The navigable canals used for the transport of goods and produce in England alone are estimated now to exceed 2000 miles in length, while the navigable rivers exceed 1800 miles, making together about 4000 miles of inland navigation, the greater part of which has been created or rendered available during the last eighty years. The whole extent of navigable canals at this moment available in Ireland does not amount to 300 miles, and, including navigable rivers, the entire water communication does not exceed 400 miles for the whole island.

A LARGE CHIMNEY.—The new chimney recently erected at Mr. Muspratt's chemical works at Newton, has recently been put in operation. It is stated to be the highest chimney in England, measuring no less than 132 yards, 1 foot, and 4 inches from the base to the summit.—*Liverpool Advertiser.*

NEW MOTIVE POWER.—The *Worcestershire Chronicle* says—"We have been favoured by a correspondent with the following account of an invention which, if what is said of it be correct, promises to make some stir in the world:—Her Majesty's letters patent have been granted to Mr. Bryan l'Anson Bromwich, of Clifton-on-Teme, in this county, for an improved method of propelling all kinds of machinery, both stationary and locomotive. The power is of equal magnitude to that of steam; it can be obtained at one-sixteenth part of the cost of that power, without the incumbrance of a boiler, and its ponderous and objectionable appendages; consequently, carriages constructed almost as light and elegant as those now drawn by horses can be propelled by this power along the common roads or railways at any speed consistent with safety. As a motive power applied to ships and boats, it will be invaluable, there being no danger from explosion, nor any annoyance from smoke, steam, or noise; and the space now devoted to the boiler, fuel, &c., will be at liberty to be more profitably employed. The invention will be submitted to the ordeal of public opinion as soon as the patent rights for France, Belgium, and Holland have been disposed of."

FRENCH LOCOMOTIVES.—On the 25th October, the first locomotive ever built by French engineers with French iron was tried on the St. Cloud and Paris Railway. It is, say the accounts, from forty to fifty-horse power, and able to draw 100,000 kilogrammes, or twenty laden waggons. The trial was perfectly satisfactory; it made the journey from Paris to St. Cloud in sixteen minutes, and the journey back in thirteen and a half, which is at the rate of about thirty-three miles an hour. Its name is the "Alsace;" and it is curious to observe, that notwithstanding the boast of its being built by French engineers, it owes its origin to a province, politically French indeed, but in language, manners, and character, still essentially German. It was built at the manufactory of Messrs. Stahelin and Huber, at Birschwiler, in the department of the Upper Rhine, in Alsace—a manufactory large enough, it is said, to supply twelve locomotives a year—under the immediate superintendence of Mr. Stahelin, to whose talents it is indebted for a peculiar lightness and elegance of construction. The iron is more indubitably French, being supplied from the works of M. Muel-Douglas, at Abainville. The price of the locomotive is said to be no higher than that of an English one; as, though the cost of the iron is, of course, greater, the difference is made up by the less amount of wages paid to the workmen.—*Mechanics' Mag.*

AND COMMERCIAL GAZETTE.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	7 & 8 1/2	10	7 & 8 1/2	10
Common iron, per cwt.	9s 6d	10s 0d	13s 0d	13s 0d
Half-inch square ditto, and	10 11 0	11 0 0	13 3 0	13 3 0
five-eighths ditto, and	10 11 0	11 0 0	13 3 0	13 3 0
Best tough whin chain	10 11 0	11 0 0	13 3 0	13 3 0
Boiler plates	10 11 0	11 0 0	13 3 0	13 3 0
Hoop iron	10 11 0	11 0 0	13 3 0	13 3 0
Nail rods	10 11 0	11 0 0	13 3 0	13 3 0
Miners' shovels	10 11 0	11 0 0	13 3 0	13 3 0
Charcoal iron	10 11 0	11 0 0	13 3 0	13 3 0
Gumpowder, per 100 lbs.	10 11 0	11 0 0	13 3 0	13 3 0
Leather, per lb.	10 11 0	11 0 0	13 3 0	13 3 0
Candles, per dozen lbs.	10 11 0	11 0 0	13 3 0	13 3 0
Coal, per ton, at quay	10 11 0	11 0 0	13 3 0	13 3 0
Tallow, per cwt.	10 11 0	11 0 0	13 3 0	13 3 0
Ropes	10 11 0	11 0 0	13 3 0	13 3 0
Flat ropes	10 11 0	11 0 0	13 3 0	13 3 0
Hemp	10 11 0	11 0 0	13 3 0	13 3 0
White yarn, per lb.	10 11 0	11 0 0	13 3 0	13 3 0
White rope	10 11 0	11 0 0	13 3 0	13 3 0
Brass-wire sieves, each	10 11 0	11 0 0	13 3 0	13 3 0

* The figures at the top of the columns refer to months—as 9 Sep., 10 Oct., &c.

PURCHASES OF COPPER ORES AT TRURO.

NOVEMBER 29.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total amount.
MINES ROYAL	Consolidated Mines	72		£ s. d.	£ s. d.	£ s. d.
1.	Consolidated Mines	72		11 10 6	808 15 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
2. VIVIAN and Sons.	Consolidated Mines	44		5 1 0	219 13 6	
	Great St. George	53		3 1 6	162 19 6	
	Wheal Perran	10		3 0 0	30 0 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
3. FREEMAN & Co.	Consolidated Mines	102		8 1 0	821 2 0	
	Wheal Perran	10		3 0 0	30 0 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
4. GREENFELLS and Co.	Consolidated Mines	115		7 10 6	802 10 0	
	Wheal Perran	10		3 0 0	30 0 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
5. SIMS, WILLIAMS, NEVILL, and Co.	Consolidated Mines	73		5 2 6	374 2 6	
	Wheal Perran	10		3 0 0	30 0 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
6. WILLIAMS and Co.	Consolidated Mines	74		7 13 6	567 19 0	
	Wheal Perran	10		3 0 0	30 0 0	
	Wheal Ellen	61		7 13 6	449 11 0	
	Wheal Trewavas	49		5 17 0	856 17 0	
	Wheal Perran	10		3 0 0	30 0 0	
7. VIGORS and Co.	Consolidated Mines	307		9 9 0	2763 0 0	

SALE OF COPPER ORES AT SWANSEA, Sampled Nov. 13, and sold at Swansea, Dec. 5.

Mines.	Tons.	Produce.	Stand.	Price.	Mines.	Tons.	Produce.	Stand.	Price.
Chilli	98	204	954	17 6	Cobre	56	278	944	23 17 6
ditto	95	17	823	14 11 0	Copiapu	120	258	954	22 3 0
ditto	55	304	962	17 6	Coquimbo	91	15	1004	12 16 0
ditto	33	404	924	34 18 0	Cuba	84	234	964	19 8 0
ditto	89	224	954	19 7 0	Valparaiso	68	304	954	26 8 0
ditto	20	224	944	19 7 0	Lackamore	43	12	104	10 4 6
ditto	95	224	944	19 7 0	Huimle Slag	20	54	1154	4 8 0
Cobre	95	19	974	16 5 0	Warton Crag	4	112	101	9 12 6
ditto	87	204	964	17 6	Warton Crag	2	184	964	15 12 0

Copper ores for sale on the 19th of December:—Allibies 84, ditto 82, ditto 42, ditto 40—Ballymurtagh 116, ditto 10—Knockmahon 128, ditto 92—Copiapu 81, ditto 80—Cuba 101, ditto 50—Norway 123, ditto 12—Chilli 65, ditto 19—Fenralit 50, ditto 3—Margam 29—Bryn-y-felin 11—Total 1286.

SALE OF COPPER ORES AT REDRUTH.

Sampled, Nov. 21, and sold at Andrew's Hotel, Redruth, Dec. 6.

—	Great St. George.....	81	3 18 6	317 18 6	
—	Wheal Perran.....	154	3 13 0	67 10 6	
—	.....	10	3 0 0	30 0 0	
—	Wheal Leisure.....	55	2 10 6	137 10 0	
—	.....	44	3 12 0	158 8 0	
—	.....	43	1 17 6	80 12 6	
		4894			2151 17 6
5. WILLIAMS	Consolidated Mines.....	74	7 18 6	567 19 0	
and Co.	.....	68	2 3 0	146 4 0	
—	.....	26	7 13 6	199 11 0	
—	Wheal Ellen.....	68	3 5 6	222 14 0	
—	.....	318	4 1 0	127 11 6	
—	Levant	65	16 9 6	1070 17 6	
—	Trefoil	45	11 9 6	745 17 6	
		3074			3080 14 6
7. VIGORS	Consolid. Mines ..	..	9 9 0	..	
and Co.	.....	66			623 14 0
		3923			20084 5 0

Quantity of ore, 2849.—Quantity of fine copper, 702 tons 2 cwt.—Amount of money, 15,376l. 11s. 6d.—Average standard of last sale, 169l. 14s.—Produce, 8.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 705; Wheal Virgin, 490; Wheal Treasury and Drevillas, 473; Fowey Consols, 241; Great Wheal Fortune, Owen Veau, and Rosneath, 228; Relistian, 216; Tresavean, 193; Wheal Union Wood and Union, 187; Levant, 143; Wheal Porth, 116; Wheal Leas, 85; Wheal Osborne, 40; North Godolphin, 29; South Polgoth, 20; Wheal Elizabeth, 9.—Total, 3191.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Tresavean, 390; Fowey Consols, 270; Wheal Julia, 179; Wheal Harmony, 138; Godolphin, 130; Duffield Mines, 123; Trethellan, 89; Wheal Burrow, 89; Wheal Gortland, 70; Trevelick Consols, 53; Wheal Curtis, 47; North Downs, 44; Wheal Damsel, 26.—Total, 1634.

PURCHASES OF COPPER ORES AT SWANSEA.

NOVEMBER 14.

Purchasers.	Mines.	Tons.	Total.	Price.	Each parcel.	Total amount.
<hr/>						
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN & Co.	Knockmahon	184		8 10 0	157 5 0	
—	Ballymurtagh	6		3 8 0	30 8 0	
—	Ballyghan	39		3 14 6	219 15 6	
—	Allibies	55		9 8 0	517 0 6	
2. GREENFELLS & Co.	Chilli	80	13s 3d	29 9 6	1638 0 0	
—	Knockmahon	4		3 14 6	14 19 0	
—	Valparaiso	62		8 16 6	547 3 0	
—	Coquimbo	110		22 3 6	2409 5 0	
—	Llandegai	180		14 8 6	1442 10 0	
—	Chilli	9		9 14 6	87 10 6	
3. SIMS, WILLIAMS, NEVILL, and Co.	Chilli	60	57s	14 19 0	897 6 0	6241 12 0
—	Norway	180		8 14 6	1134 3 0	
—	Tyngwyn	13		29 8 6	382 10 6	
4. VIVIAN & SONS.	Knockmahon	90	20s	10 3 0	913 10 0	
—	Chilli	76		4 16 0	384 16 0	
—	Chilli	64		12 7 0	790 8 0	
—	Chilli	64		9 12 0	614 8 0	
—	Chilli	39		4 3 0	163 18 0	
—	Chilli	124		8 10 0	272 0 0	
—	Chilli	32		8 10 0	272 0 0	
—	Chilli	14		7 13 0	107 2 0	
—	Ballymurtagh	69		3 3 0	217 7 0	
—	Chilli	46		3 12 0	144 0 0	
—	Chilli	6		3 7 0	20 8 0	
—	Tigrony	59		2 8 0	141 12 0	
—	Connorsree	354		2 2 0	65 4 0	
—	Chilli	8		58 10 0	308 0 0	
5. WILLIAMS, FOSTER & Co.	Chilli	101	61s	16 15 0	1691 15 0	4201 15 0
—	Chilli	70		13 9 6	943 5 0	
—	Chilli	63		13 15 0	866 5 0	
—	Chilli	25		31 9 6	786 17 6	
—	Chilli	85		17 9 6	1487 7 6	
—	Chilli	61		32 8 0	1972 8 0	
—	Tigrony	23		4 7 0	111 11 0	
6. JAMES ROYAL & Co.	Chilli	101	42s	17 12 6	1730 2 6	7861 9 0
—	Chilli	10		15 2 6	151 5 6	
—	Knockmahon	120		8 6 6	999 0 0	
7. VIGORS and Co.	Connorsree	—	231	2 8 0	—	2090 5 0
—	Chilli	354		—	—	55 4 0
<hr/>				20/23	<hr/>	
					£24,748	12 0

